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SESSIONAL PAPERS.

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VOLUME II.  
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THIRD SESSION OF THE EIGHTH PARLIAMENT

OF THE

PROVINCE OF CANADA.

Session 1865.



VOLUME XXIV.

LIST OF SESSIONAL PAPERS.

VOL. XXIV.—SESS. 1865.

ARRANGED ALPHABETICALLY.

Accidents, Grand Trunk.....(No. 27).	Municipal Returns.....(No. 19).
Agriculture.....(No. 6).	New Brunswick.....(No. 23).
Assurance Companies.....(No. 9).	Oneida Indians.....(No. 29).
Banks.....(No. 9).	Passports.....(No. 20).
Baptisms, &c.....(No. 14).	Postmaster General.....(No. 3).
Beauport Lunatic Asylum.....(No. 38).	Public Accounts.....(No. 1).
By-Laws, Railways.....(No. 27).	Public Buildings, Ottawa.....(No. 33).
Common School Fund.....(No. 11).	Public Employés.....(No. 22).
Confederation.....(No. 12).	Public Works.....(No. 5).
Crown Lands.....(No. 4).	Railways.....(No. 18).
Custom House Officers.....(No. 31).	Read, D. B.....(No. 36).
Dioceses, &c., Lower Canada.....(No. 35).	Reciprocity Treaty.....(No. 26).
Education.....(No. 37).	Registrars.....(No. 7).
Essex Election.....(No. 36).	Revenue and Expenditure.....(No. 30).
Fugitive Offenders.....(No. 28).	Richelieu River.....(No. 10).
Gold Mines.....(No. 17).	River des Prairies.....(No. 25).
Hamilton and Port Dover Road... (No. 32).	Sheriffs, Upper Canada.....(No. 34).
Hospitals and Charities.....(No. 13).	Statistics, Miscellaneous.....(No. 24).
Jesuits' Estates.....(No. 15).	Tariffs, Railways.....(No. 27).
Medical Board, Upper Canada.... (No. 21).	Trade and Navigation.....(No. 2).
Militia.....(No. 16).	Trinity Houses.....(No. 8).
	Whitby Harbour.....(No. 32).

LIST OF SESSIONAL PAPERS.

ARRANGED NUMERICALLY, AND IN VOLUMES.

CONTENTS OF VOLUME NO. 1.

- No. 1... PUBLIC ACCOUNTS OF CANADA :—For 1864.
 No. 2... TRADE AND NAVIGATION, CANADA :—Tables of, for 1864.

CONTENTS OF VOLUME NO. 2.

- No. 3... POSTMASTER GENERAL :—Report of, for 1864.
 No. 4... CROWN LANDS :—Report of the Commissioner of, for 1864.
 No. 5... PUBLIC WORKS :—Report of the Commissioner of, for 1864.
 No. 6... AGRICULTURE :—Report of the Minister of, for 1864.

CONTENTS OF VOLUME NO: 3.

- No. 7... REGISTRARS :—Return of Fees of.
 No. 8... TRINITY HOUSES, QUEBEC AND MONTREAL :—Accounts of, for 1864.
 No. 9... BANKS :—Return of Stockholders of.
 SAVINGS BANKS AND } [Not Printed.]
 ASSURANCE COMPANIES. }
 No. 10... RICHELIEU RIVER :—Return respecting Obstructions in. [Not Printed.]
 No. 11... COMMON SCHOOL FUND :—Return of the amount contributed from the sales of land, in Upper and Lower Canada respectively.
 No. 12... BRITISH NORTH AMERICA, UNION OF :—Resolutions relative to the proposed Union of—adopted by the Conference of Delegates at Quebec—together with the Correspondence on the subject with Her Majesty's Government and the Governors of the several Provinces.
 No. 13... KINGSTON GENERAL HOSPITAL :—Report of, for 1864.
 HAMILTON CHILDREN'S INDUSTRIAL SCHOOL.
 CANADIAN SOCIETY OF THE JOINERS AND CARPENTERS OF MONTREAL.
 SOCIETY OF L'UNION ST. JOSEPH DE ST. JEAN D'IBERVILLE.
 SOCIETY OF L'UNION ST. JOSEPH OF OTTAWA.
 GRAND TEMPLE OF THE INDEPENDENT ORDER OF GOOD TEMPLARS.
 No. 14... BAPTISMS, MARRIAGES AND BURIALS :—Return of, from certain Counties, for 1864. [Not Printed.]
 No. 15... JESUITS' ESTATES :—Statement of, for 1864.
 No. 16... MILITIA :—Report on the state of, for 1864.
 No. 17... GOLD MINES :—Reports of C. L. DeBellefeuille and T. K. Gilman, Inspectors.
 No. 18... GREAT WESTERN RAILWAY :—Return of Traffic Receipts, for 1864.
 NORTHERN RAILWAY :—Statement of Receipts and Expenditure, for 1864.

- No. 19... MUNICIPAL RETURNS FOR LOWER CANADA. [*Not Printed.*]
- No. 20... PASSPORTS:—Correspondence relative to the recent establishment of a Passport System in the United States of America, for persons going thither from this Province.
- No. 21... MEDICAL BOARD, UPPER CANADA:—Return respecting the. [*Not Printed.*]
- No. 22... PUBLIC EMPLOYÉS:—List of, appointed since 20th March, &c. [*Not Printed.*]
- No. 23... NEW BRUNSWICK:—Return of Correspondence with, in 1857, 1858 and 1859, on the subject of a Union of the British North American Provinces.
- No. 24... STATISTICS, MISCELLANEOUS,—OF CANADA, PART I.:—For 1864.
- No. 25... RIVER DES PRAIRIES:—Correspondence having reference to the Claims of the Proprietors of Bridges on the. [*Not Printed.*]
- No. 26... RECIPROCITY TREATY:—Correspondence on the subject of.
- No. 27... RAILWAY TARIFFS:—Regulations fixing, and papers relating thereto. [*Not Printed.*]
RAILWAY BY-LAWS:—For fixing and regulating Tolls, and of all Correspondence relative to such Tolls. [*Not Printed.*]
GRAND TRUNK RAILWAY:—Return of Accidents on, and Tariffs of Freight.
- No. 28... FUGITIVE OFFENDERS:—Return in regard to the Surrender of, and Extradition of Felons.
- No. 29... ONEIDA INDIANS:—Statement of lands purchased for, by Indian Department, in Township of Delaware.
- No. 30... REVENUE AND EXPENDITURE:—Maritime Provinces.
Province of Canada.
- No. 31... CUSTOM HOUSE OFFICERS:—Districts of Montmagny, Kamouraska, Rimouski, and Saguenay. [*Not Printed.*]
- No. 32... WHITBY HARBOUR:—Receipts and Expenditure by the Government on, &c., &c. [*Not Printed.*]
HAMILTON AND PORT DOVER ROAD:—Correspondence relative to the sale and transfer of. [*Not Printed.*]
- No. 33... PUBLIC BUILDINGS, OTTAWA:—Correspondence between the Government and the Contractors, regarding a settlement of accounts on first contracts.
- No. 34... SHERIFFS:—Moneys paid by, to the publishers of the *Canada Gazette*, and also to local newspapers.
- No. 35... DIOCESES, &c., LOWER CANADA:—Names and descriptions of, &c., and also their respective populations.
- No. 36... READ, DAVID B.:—Report of, in the matter of the Parliamentary Election in the County of Essex. [*Not Printed.*]
- No. 37... EDUCATION:—Report of the Superintendent of, for Lower Canada, for 1864.
- No. 38... BEAUFORT LUNATIC ASYLUM:—Correspondence between the Commissioners and the Government, during the last three years.

REPORT

OF THE

POSTMASTER GENERAL,

FOR THE

NINE MONTHS ENDED 30TH JUNE, 1864.

.....
Printed by order of the Legislative Assembly.
.....



Q U E B E C :
PRINTED BY HUNTER, ROSE & CO., ST. URSULE STREET.
1865.

SCHEDULE.

Accompanying this Report are the following Documents therein referred to :—

	<i>Page.</i>
No. 1—Statement of the Finances, Receipts, and Expenditure of the Post Office Department, for the period ended 30th June, 1864.....	16
No. 2—Detail of all payments made, and charges incurred for Mail Transportation, for the said period	17
No. 3—Detail of all charges for Salaries, Commissions and Allowances, for the said period.....	52
No. 4—Detail of Expenditure for Printing and Advertising, and all incidental and miscellaneous items of disbursements, &c., for the said period.....	98
No. 5—Report of all Contracts made for the Transportation of the Mail for the said period.....	107
No. 6—Report of all allowances to Contractors beyond the sums originally stipulated in their respective Contracts, and of all curtailments in Contract rates of payment to the same, for the said period.....	136
No. 7—Report of all fines imposed and deductions made from the pay of Mail Contractors during the said period	138
No. 8—Report of New Offices and Post Routes established, and of Offices closed and Post Routes discontinued, within the said period.....	139
No. 9—Report of all cases occurring of the Loss or Abstraction of Letters containing Money, sent through the Post Office, within the said period.....	146
No. 10—Report showing the Money Order Offices in operation, the number and amount of Orders issued and paid, &c., during the said period.....	152
No. 11—Report showing the Expenditure of the Money Order Branch, specifying the Disbursements for Salaries, Advertising, Printing, &c., during the said period.	157
No. 12—Report showing the names of the additional Money Order Offices opened, and of such Money Order Offices as have been closed, during the said period.....	158
No. 13—Report showing the Losses (if any) incurred in conducting the Money Order System, during the said period.....	158
No. 14—Report of Exchange of Money Orders with the United Kingdom, during the said period	159
No. 15—Report shewing the number of Money Orders issued in Canada on Nova Scotia during the nine months ending the 30th June, 1864, &c	164
No. 16—Report Shewing the number of Money Orders issued in Canada on Prince Edward Island, during the nine months ending the 30th June, 1864, &c	164

SUPPLEMENTARY.

No. 17—True copy from the record of all offers made for carrying the Mail upon the Contracts advertised for public competition, for the period ended 30th June, 1864.....	166
No. 18—Returns of letters opened in the Dead Letter Office, and found to contain money or enclosures of value, and re-addressed to the writers of the said letters, during the period ended as above	224

R E P O R T

OF THE

P O S T M A S T E R G E N E R A L .

*To His Excellency the Right Honorable CHARLES STANLEY, Viscount
MONCK, Governor General of British North America,
&c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

I have the honor to submit to Your Excellency, to be placed before the Legislature, the accompanying Returns and Statements, numbered from 1 to 18, inclusive, exhibiting the condition of the Post Office Department for the period of nine months, from the 1st October, 1863, to the 30th June, 1864.

These Returns have been thus made to the 30th June, in order to bring the Post Office year to correspond with the financial year, as prescribed by the Statute of last session, for all matters of public account.

From the 30th June, 1864, therefore, the Post Office year will terminate on the 30th June in each year, instead of on the 30th September, as heretofore.

The statistics of a period of nine months do not readily compare with the ordinary annual statements which have preceded this report, but, as far as possible this inconvenience has been met by providing, in the course of the following observations, estimates for nine months of the year 1863, by which to test the relative increase or decrease of the various items of the Return of 1864.

E X T E N T O F P O S T O F F I C E S E R V I C E .

Eighty-nine new offices were opened, and eight offices were closed, during this period. The number of offices in operation on 30th June, 1864, was 2055.

Three hundred and twenty-nine miles of new Post route have been opened, and in providing for the service of the mail on these new routes, and in giving more frequent mails on already existing routes where the growth of correspondence seemed to require increased facilities, 85,493 miles of additional annual mail travel have been authorized and placed under contract.

COMPARATIVE TABLE, SHEWING THE EXTENT OF MAIL SERVICE, NUMBER OF LETTERS, AND AMOUNT OF POSTAL REVENUE AND EXPENDITURE IN CANADA, FROM 1851 INCLUSIVE.

Year.	Number of Post Offices.	Number of Miles of Post Route.	Number of miles of annual mail travel.	No. of Letters by Post per annum.	Postal Revenue.		Total Expenditure.	
					\$	cts.	\$	cts.
1851.....	601	7,595	2,487,009	2,132,000				
1852.....	840	8,615	2,930,000	3,700,000	230,629	00	276,191	78
1853.....	1,016	9,122	3,430,000	4,255,000	278,587	00	301,228	56
1854.....	1,166	10,027	4,000,000	5,100,000	320,000	00	379,947	97
1855.....	1,293	11,192	4,550,000	6,000,000	368,166	00	511,726	16
1856.....	1,375	11,839	4,800,000	7,000,000	374,295	00	567,886	62
1857.....	1,506	13,253	5,383,000	8,500,000	462,163	00	651,904	80
1858.....	1,566	13,600	5,520,000	9,000,000	541,153	00	680,374	49
1859.....	1,638	13,871	5,604,000	9,500,000	578,426	00	657,290	88
1860.....	1,698	14,202	5,712,000	9,000,000	658,451	00	692,347	92
1861.....	1,775	14,608	5,855,000	9,400,000	683,034	00	719,056	87
1862.....	1,858	14,927	5,992,000	10,200,000	723,052	97	750,514	16
1863.....	1,974	15,327	6,110,000	11,000,000	759,475	55	753,057	06
1864.....	2,055	15,656	6,195,000	11,500,000	622,354	04	602,972	71

The amounts charged against Expenditure, in the expenditure column, have been calculated upon the principle explained and adopted in last year's Report, by adding to the ordinary charges paid by the Department an estimated amount for the railway payment liability proper to each year, and for the Canadian Packet sea postage, included in Post Office revenue. In this way a sufficiently accurate idea can be gained for the statistical purposes of this comparative statement, of the relative surplus or deficiency caused by Post Office operations in each year or period.

The \$602,972.71 assumed as the total expenditure for the nine months to 30th June, 1864, is obtained by adding to the detailed expenditure given in No. 1... \$ 463,472 71 estimate for Railway liability of the nine months, not included in the expenditure 94,500 00 and estimate for Ocean Postage included in Revenue Returns for the nine months..... 45,000 00

\$602,972 71

The organization of this Department, extending as it does to every town and settlement in the Province, offered peculiar facilities for the distribution and sale of the Bill Stamps issued under the authority of the Statute of last session, and the Postmasters at 428 post offices have been licensed for the purpose.

The Post Office has likewise undertaken the distribution and sale of the Lower Canada ten cent Law Stamps at 284 post offices in Lower Canada.

The Postmasters will account for their sales of both Bill and Law Stamps through the Postmaster General.

RAILWAY MAIL SERVICE.

The Mails are carried on 1856 miles of railway within the Province. Sixty-one clerks

are employed in the railway branch of the service. On all the leading lines of railway the mails pass once or twice a day, according to the frequency of the trains and necessities of correspondence, in what are termed Travelling Post Offices.

A Travelling Post Office is a portion of an ordinary railway car (about one-third of its length), divided by a partition from the rest of the car, and appropriated to post office purposes, warmed in winter and lighted at night, and fitted up with conveniences for sorting letters and making up mails.

The railway mail clerks travel in these railway post offices in charge of the mails, and whilst the trains are in progress sort the letters and papers, record the registered letters, make up mails, and generally receive and distribute the correspondence passing over the road or between the several stations on the way.

By this means the letters which fall within the reach of the travelling post office system, pass directly to their destination, and escape the necessity for detention at any intermediate point for the purposes of assortment and distribution. The presence of the railway clerks with the travelling post offices further affords facilities for receiving letters at all the principal places on a line of railway, up to the moment of the passing of the train.

On some sections of railway, where correspondence is more than ordinarily active, it becomes necessary to send two railway mail clerks with each travelling Post Office.

The average weekly travel assigned to a railway mail clerk is 700 miles.

The scale of salary is as follows :—

CLASS.	On appointment.		After two years' service in any class of Railway Clerks.		After five years' service in any class of Railway Clerks.		After ten years' service in any class of Railway Clerks.	
	Day service.	Night service.	Day service.	Night service.	Day service.	Night service.	Day service.	Night service.
First class	\$ 720	\$ 880	\$ 800	\$ 1000	\$ 850	\$ 1100	\$ 960	\$ 1200
Second do	600	720	640	800	720	880	800	1000
Third do	480	600	520	640	560	700	640	800

The Railway Mail Clerks perform their duties under the immediate supervision and direction of the Post Office Inspectors, but each clerk fills up a weekly statement, shewing how he has been employed during the week, which is forwarded to the Postmaster General for his information through the Inspector under whom the clerk is serving, and accompanied by that officer's observations when occasion arises.

6 are attached to the Division of the Quebec Inspector.

17 do do Montreal do

4 do do Kingston do

18 do do Toronto do

16 do do London do

The Railway travelling Post Office system has been in operation in Canada about eleven years.

REVENUE.

The Postal Revenue for the nine months to 30th June 1864 has been as follows :

		The Proportion for nine months of the same item in the Return of last year was:
Net Revenue collected.....	\$622,354 04	\$569,606 67
The chief sources of Revenue were :		
On letters prepaid by postage stamp.....	\$272,000 00	\$236,000 00
Do. prepaid in money or sent unpaid.....	279,000 00	265,000 00
On Canadian newspapers, including sale of newspaper stamps.....	50,000 00	48,000 00
On United States newspapers delivered in Canada (estimate.).....	16,000 00	15,000 00
Miscellaneous (letter boxes, rents, &c.).....	5,000 00	5,000 00
	<u>\$622,000 00</u>	<u>\$569,000 00</u>

The increase in the Postage Revenue of the nine months, as compared with last year's revenue, was at the rate of rather more than 9 per cent. (equal to about \$70,000 per annum). Nearly one half the Letter Postage receipts was collected by prepayment in stamps.

EXPENDITURE.

The Disbursements have been :

FOR MAIL SERVICE :

		The proportion for nine months of the same item in the Return of last year was:
By Stage, on horseback, or on foot.....	\$130,611 55	
By Steamboat.....	15,339 82	
By Railroad.....	21,477 24	
To and from Railway Stations.....	25,715 15	
For Mail Locks, making and repairing Mail Bags, &c.....	1,318 71	
Total Mail Service.....	<u>\$194,462 47</u>	<u>\$254,755 59</u>

SALARIES, AND COMMISSIONS INCLUDING COMMISSION TO STAMP VENDERS.

Salaries.....	\$106,955.61	
Commissions.....	117,213.46	
Stamp Venders.....	5,734.86	
	<u>\$229,903 93</u>	<u>222,185 70</u>
Allowances to Postmasters for office rent, &c.....	\$5,274 97	5,069 32
Do for Stationery.....	5,424 46	5,300 90
General Printing, Advertising, Blank Forms, Stationery, &c.	16,193 41	17,444.79
Post Office stamps and seals, scales and weights, fuel, light, travelling expenses, and other general and miscellaneous disbursements.....	12,213 47	15,224 00
Total Expenditure.....	<u>\$463,472 71</u>	<u>\$519,980 30</u>

The total disbursement included in this statement falls below a nine months' proper

tion of the total disbursement of last year, because the principal Railway Mail payments take place annually, and the time for making these payments for the year 1864 had not arrived at the date to which this return was closed, viz., 30th June, 1864. The proportion of these railway liabilities for the year to be placed against the nine months' account, would be about \$94,500, which added to the \$463,472.71 charged as above, would represent a total expenditure of \$557,972.71 for the nine months to 30th June, 1864; equal to about \$37,000 over the disbursement for the same period of 1863.

This excess would be made up of about \$20,000 estimate additional rate for mail conveyance by the Grand Trunk Railway under the Order in Council of 12th August, 1863, of \$7,000 additional charge for commissions on the collection of the augmented revenue, of \$5,000 for summer service on Lakes Huron and Superior, for which no charge came into the previous year, and the remainder in additions to the charge for ordinary mail conveyance consequent on opening new post routes and reletting of old routes.

CORRESPONDENCE WITH EUROPE.

The following estimate is given of the correspondence passing by the Canadian Mail Steamers, from November, 1863, to November, 1864:

	Letters.	Newspapers.	Books.
From Europe for Canada.....	430,000	600,000	19,600
From Canada for Europe.....	470,000	385,000	7,600
Total to and from Canada.....	900,000	985,000	27,200
		Letters.	Newspapers.
From Europe for United States.....		210,000	220,000
From United States for Europe.....		110,000	80,000
		320,000	300,000

The gross amount of sea postage accruing to Canada on the Canadian correspondence sent and received during the year, from Nov., 1863, to Nov., 1864, by the Canadian Ocean Steamships, is computed to have been - - - \$72,000 00

The revenue to Canada from sea postage, on books by the Canadian mails for the year - - - - - 2,000 00

74,000 00

The amount of postage due to Canada for the sea conveyance of mails between the United States and Europe was, for the year ending 30th Sept., 1864, as follows:

For quarter ended 31st December, 1863 - - -	\$19,279 94½
“ “ 31st March, 1864 - - -	\$26,613 89½
“ “ 30th June, 1864 - - -	\$18,455 36
“ “ 30th Sept., 1864 - - -	\$15,303 86
	<u>\$ 79,671 06</u>
	<u>\$153,671 06</u>

The total gross Revenue thus arising upon the Canadian Ocean Mails was \$153,671.06, and the Canadian Inland postage probably amounted to \$18,000 more.

For the previous year the amount due from the United States was \$73,571.32, shewing an increase in favor of 1864:—payment of these postages is, however, made by the United States in the ordinary paper currency of the Union, and a loss is therefore sustained in realizing the amount.

CORRESPONDENCE WITH UNITED STATES.

Correspondence with the United States has continued to increase. In 1863 the advance was at the rate of 17 per cent. upon the year 1862, and now the account for the period of 1864, embraced in this report, shews a rate of increase as compared with the return of 1863 of 32 per cent.

In 1852 the total correspondence exchanged was			\$ 85,636 97
“ 1853 do do			104,566 40
“ 1854 do do			129,921 63
“ 1855 do do			145,377 69
“ 1856 do do			162,353 93
“ 1857 do do			187,469 59
“ 1858 do do			183,836 63
“ 1859 do do			179,518 75
“ 1860 do do			178,132 39
“ 1861 do do			188,805 32
“ 1862 do do			190,713 97
“ 1863 do do			223,115 46
“ 1864 do do (9 months' return)			219,999 55

Of this total amount of \$219,999.55, about 55 per cent. was collected in the United States, and 45 per cent. in Canada.

The disturbance of the ordinary equilibrium between the respective collections in the two countries, on the joint correspondence, is no doubt due to the fact that the depreciation for the moment in the ordinary currency of the United States, as compared with that of Canada, naturally tends under an international system of optional prepayment, to increase the proportion of postage payment where the operation can be effected at the least cost to parties exchanging letters.

At the same time it may be observed that if due allowance be made for the difference in the currencies of the two countries, the \$120,652.78 shewn by the Return as collected in the United States did not really represent so large a sum as the \$99,346.77 which fell to be collected in Canada.

RETURN of Passages, Number of Passengers, and Cargoes of the Steamships of the Montreal Ocean Steamship Company, under Contract for the conveyance of the Mails from Liverpool to Portland and Quebec, and from Portland and Quebec to Liverpool, from 5th November, 1863, to 29th November, 1864.

Main table with columns: STEAMSHIP, Captain, Left (Liverpool, Portland), Arrived at (Portland, Quebec), Passage (Days, Hours), No. of Passengers, Freight in Tons (Portland, Canada), Left (Portland, Liverpool), Arrived at (Liverpool, Quebec), Passage (Days, Hours), No. of Passengers, and various cargo items (Ashes, Flour, Bushels Grain, Kegs Butter, Pkgs. Provisions, Boxes Meat, Boxes Tobacco, Boxes Cheese, Sundries, Standard Deals, Sewing Machines, Total Barrel Bulk).

Summary table for passage lengths: Average length of Passage Westward (Days: 11, Hours: 1), Average length of Passage Eastward (Days: 10, Hours: 23).

The passages are calculated net length, making the deduction authorised by contract. The average length of passages is calculated from the 1st of April, 1864, when the new contract took effect.

RECAPITULATION of the Produce carried from Canada by the Steamers, from 28th November, 1863, to 29th November, 1864: 18,512 Barrels Pot and Pearl Ashes, 4,681 Boxes Tobacco, 124,068 Barrels Flour, 14,611 Boxes Cheese, 490,171 Bushels Grain, 5,564 Packages Sundries, 51,931 Kegs Butter, 168 Standard Deals, 5,735 Packages Provisions, 1,330 Packages Leather, 579 Tierces Beef, 125 Sewing Machines, 19,799 Boxes Meat.

Making a total bulk (exclusive of certain articles not reduced) nearly equal to 374,450 Barrels Flour.

The detail of the exchange of this correspondence at the respective Frontier offices is as follows:

Canadian Offices and Points of Exchange.	Collected in Canada.	Collected in United States.
	\$ cts.	\$ cts.
Abercorn	30 05	57 46
Baby's Point.....	5 90	9 80
Brockville	168 55	107 02
Buffalo and Lake Huron Railway, Travelling Post Office.....	3226 81	3175 30
Clifton	960 98	646 00
Cobourg	21 05	2 40
Fort Erie	35 60	52 20
Frelighsburg.....	263 07	323 45
Great Western Railway, Travelling Post Office.....	36983 33	44205 93
Hamilton	4859 37	4895 57
Ilwaco	6 60	3 90
Huntingdon	19 30	22 00
Kingston	4892 89	5496 72
London	256 06	590 03
Montreal	20844 83	25221 76
Niagara	36 11	29 40
Paris	905 58	272 10
Philipsburg	103 00	204 50
Prescott	3492 26	3964 55
Queenston.....	18 34	46 48
Quebec	2008 03	1471 75
Montreal and Island Pond Travelling Post Office	2396 25	5530 23
St. Johns, C. E.....	688 53	1704 17
Sarnia.....	1113 79	1143 72
Stanstead	357 08	1067 63
Sault Ste. Marie		
Toronto.....	9200 62	10716 48
Windsor	6452 79	9692 23
	\$99346 77	120652 78

PARCEL POST.

The number of parcels sent by Parcel Post during the nine months is estimated to have been 6,513, producing in postage \$2,055.69. This is a notable increase upon the Parcel Post business of previous years.

	No. of Parcels.	Postage.
In 1861 the transmissions were	5,000	\$1,750 00
In 1862 do	5,200	1,825 00
In 1863 do	7,100	2,128 00
In 1864 (at rate of the nine months) the transmissions were	8,684	2,740 00

It is satisfactory to observe that the convenience afforded by the Parcel Post is more appreciated by the public year by year.

By this medium a parcel may be sent within the Province to or from any place, however remote from the ordinary lines of traffic conveyance; on prepayment of a postage rate of 25 cents per lb., provided that the weight or size of the parcel does not exceed the carrying capacity of an ordinary mail bag; and provided that the contents of the parcel are not of a character to injure the rest of the mail.

REGISTERED LETTERS.

The number of registered letters passing through the mails has not materially varied since last year's return, when the enumeration shewed the total to be about 520,000 per annum.

The cases of alleged loss of registered letters, or of abstraction of contents or portions of contents of such letters, during the nine months, were 38. Of these 38 cases, there were :—

Registered letters in mail packages, stated not to have reached the post office for which the package was destined; cause of miscarriage not discoverable	7
Registered letters, of which contents or portions of contents were stated to be missing on receipt of the letters.....	11
Registered letters which miscarried, owing apparently to careless treatment in post offices, and of which the contents were consequently made good by the officer proved to have been responsible	17
Registered letters which miscarried under like circumstances as in previous class, but for which it was impossible to fix the responsibility.	2
Registered letter stolen from post offices or mails, <i>en route</i>	1
	38

This detail shows the number of registered letters which miscarried altogether to have been 27; and that of these the loss of 17 was traced to the officers in fault, and made good by them; 7 were lost or stolen with the other contents of the mails in which they were transmitted; one was stolen from a post office broken open by burglars; and in one of the two remaining cases, the officer in fault had left the country before the fact was ascertained that his negligence had made it impossible to trace the missing letter.

LETTERS CONTAINING MONEY SENT UNREGISTERED.

The cases of unregistered letters containing money stated to have miscarried during the nine months, have unfortunately been rather more numerous than usual.

There were 62 cases of complaint in regard to loss of unregistered letters containing value.

It is a matter of deep regret that so many persons daily refuse or neglect to avail themselves of the safe and legitimate modes offered to them by the Post Office for transmitting money by mail through the Money Order and Registration systems, and forward their valuable remittances as ordinary letters through the channels adapted to ordinary correspondence alone.

If the consequences of this procedure were limited to the mere risk of the loss of the money so sent, the senders of money in unregistered letters might reasonably urge that if they chose to encounter this risk they should be free to do so; but higher considerations are involved in the question, and the chance of loss to the careless remitter is really but the smallest part of the evil associated with the practice.

The point of most importance to the country at large, is the cruel temptation which the transmission of money in unregistered letters throws in the way of the numerous body of persons employed in this branch of the Public Service.

In Canada not less than 5000 persons are engaged in the work of the Post Office, many of them young men just entering into life and naturally inclined to extravagance and vicious pleasures, for which this class of letters affords the too ready opportunity for procuring means of indulgence. Others again are men in straitened circumstances, whose desire to do their duty honestly ought not to be tried by having temptations so obtrusively thrust upon them.

Some remarks which have recently appeared in a leading English print, in connection with a reference made in the last Report of the Imperial Post Office to this subject, appear so pertinent to the condition of things in Canada as regards unregistered money-letters, as to deserve quotation here. The writer says:—"In 1863 the number of applications to the English Post Office for missing letters, *unregistered* and containing money, was 2000. Two thousand missing money-letters mean at least two thousand incitements to dishonesty on the part of persons employed in the Post Office, two thousand instances of disregarding the daily petition that we may not be led into temptation. The misery and crime due solely to the practice of sending money unregistered through the Post Office are so great, that we can hardly speak in temperate terms of the folly, selfishness and ignorance which thus affect for evil a large number of hard-working, scantily-remunerated public servants. We earnestly invite attention to the Postmaster General's observations on the subject. During the past year, the Postmaster General states, great efforts have been made within the Department to detect and check dishonesty—many dishonest persons have been brought to justice, and the perpetrators of some conspicuous robberies have been discovered and punished.

"That vigilance, however, which can only detect and punish, is at best unsatisfactory in its results, but so long as the public will not co-operate with the Department by withholding the temptations to crime, no better result can be expected. So long as the public persist in sending large sums of money in unregistered letters, so long will men be found ready, in an establishment so large as the Post Office, to avail themselves of the opportunities for crime thus culpably afforded to them."

The writer goes on to remark that the English charge for registration, four pence sterling, is too high, and that a high rate of registration-charge defeats the object of a registration system.

The charge under the Canadian system for registration, being only two cents, is not open to this objection.

When a letter is *registered*, that is to say marked and recorded in the Post Office so as to individualize it from the bulk of ordinary letter correspondence, its presence in the Post Office can be identified and its course of transmission traced, and a registered letter is thus secured from the chance of abstraction by an unfaithful messenger employed to post it (as it is always open to proof whether the letter was posted for registration or not), from risk of loss by accidental mis-direction on the part of the sender, and from mistakes in the Post Office—such as mis-sending or delivery to a wrong party. Against actual dishonesty on the part of the Post Office employes, a registered letter is incomparably more secure

than an unregistered one, for an unregistered money-letter leaves no trace behind it whilst passing in the great stream of ordinary correspondence, though its presence as a money-letter and the nature of its contents are, to any person accustomed to handle letters, as manifest as though the letter had been singled out and marked by the registered stamp. Moreover, the safety of an unregistered letter is dependent on the integrity of a Post Office Clerk during the whole time that it remains in his custody, frequently for hours or even days; whilst a registered letter will almost invariably have to be acknowledged at the moment of its passing into an officer's hands, and cannot thereafter be suppressed without leaving him individually accountable for its disposal.

POSTAGE STAMPS.

Postage Stamps were issued for sale during the nine months, as follows:—

	One ct.	Five cts.	Ten cts.	Packet Postage.		Amount.
				12½ cts.	17 cts.	
Balance on hand 30th Sept., 1863	825000	500800	156800	111350	57725	\$ cts. 72702 00
Received from manufacturer during nine months, to 30th June, 1864	3000000	3999999	800000	399990	49999	368498 53
Total	3825000	4500799	956800	511340	107724	441200 53
Issued for sale during the above nine months	2584900	3556299	525700	280290	54150	300475 70
Balance on hand, 30th June, 1864	1240100	944500	431100	231050	53574	140724 83

A new Postage Stamp, of the value of two cents, was added to the other denominations supplied, from the 1st August last.

STAMPED ENVELOPES.

	Five cents.	Ten cents.	Value.
Balance on hand last year	20108	54022	\$ cts. 6778 25
Returned by Postmasters unsold	5000	2997	589 68½
Total	25108	57019	7367 93½
Issued for sale during nine months, to 30th June, 1864	14800	850	903 25
Balance on hand, 30th June, 1864	10308	56169	6464 68½

In order to promote the use of the Stamped Envelopes a reduction in the price to the public was made, from the 1st October, 1864, from \$5.50 per 100 for the five cent, and \$10.50 per 100 for the ten cent envelopes, to \$5.30 and \$10.30 per 100 respectively.

DEAD LETTERS.

The Dead Letter Return shews the following results :—

Provincial Dead Letters, comprising those originating in and addressed to Canada and the other British North American Provinces.....	158,359
Originating in the United Kingdom and other places abroad, and returned, unopened, to the General Post Office, London.....	5,538
Originating in the United States, and returned, unopened, to the General Post Office, Washington.	24,296
Total number of undelivered letters addressed to Canada.....	188,193
Of this number were unpaid.....	132,119
Do do prepaid.....	56,074
	<u>188,193</u>
Received from Washington, dead letters originating in Canada of which delivery in the United States had failed	18,623
Received from General Post Office, London, dead letters originating in Canada, and undelivered in United Kingdom and other places abroad.....	1,537
Total number of dead letters passing through Canadian Dead Letter Office in nine months, to 30th June, 1864.....	208,353
In 1859 the dead letters numbered..	245,892
1860 do	279,508
1861 do	255,905
1862 do	258,853
1863 do	253,528
1864 do for nine months.....	208,353

MONEY ORDERS

For the nine months ended 30th June, 1864 :—

	Number,	Amount.
The number of Canadian Money Orders issued and payable within the Province, was	21,533	\$830,488 91
Do do in the United Kingdom.....	11,542	196,160 27
Do do in Nova Scotia.....	22	491 85
Do do in Prince Edward Island....	10	406 43
Total issued in Canada.....		<u>\$1,027,547 46</u>
The number of Canadian Money Orders paid in Canada....	21,493	\$830,323 18
The number of Money Orders drawn in the United Kingdom on Canada, paid within the nine months, was.....	2,693	49,814 57
Do in Nova Scotia do	96	2,797 52
Do in Prince Edward Island do	9	154 14
Total paid in Canada.....		<u>\$883,089 41</u>

MONEY ORDER REVENUE.

Commission received on Canadian Money Orders payable in Canada.....	\$4,763 73
Do do on Money Orders drawn in Canada and payable in the United Kingdom	5,218 70
Half paid to Canada of the commissions received in the United Kingdom for Orders payable in Canada.....	632 44
Differences in Exchange	736 34
Commission on Money Orders issued in Canada and payable in Nova Scotia and Prince Edward Island	6 50
	<u>\$11,357 71</u>

DEDUCT

Commission allowed to Canadian postmasters.....	\$2,156 59
Proportion due to England, of Commission on Orders issued in Canada and payable in United Kingdom.....	<u>2,548 70</u>
	<u>4,705 29</u>
	<u>\$6,652 42</u>

The arrangement which took effect on the 1st January, 1864, for the exchange of Money Orders with Nova Scotia, as described in last year's Report, was extended to Prince Edward Island from 1st April, 1864, and to Newfoundland from 1st July, 1864.

Fifty-five new Money Order offices were added to the list from the 10th October, 1864, and the number of Canadian Money Order offices now in operation is 332.

The Revenue derived from Money Orders was, for the nine months... \$6,652 42
And the expenditure for the same period was \$7,582 49

COMPARATIVE EXTENT OF MONEY ORDER TRANSACTIONS, REVENUE, AND EXPENDITURE OF MONEY ORDER BRANCH FOR THE YEARS ENDED 30TH SEPTEMBER, 1862, AND 1863, AND THE NINE MONTHS ENDED 30TH JUNE, 1864.

	1862.	1863.	1864. (9 months.)
Canadian Money Orders issued, payable in Canada...	\$ 665,818 65	\$ 778,150 88	\$30,488 91
Orders issued in Canada upon United Kingdom	226,717 70	246,221 47	196,160 27
Orders issued in United Kingdom upon Canada, as paid in Canada	30,582 98	58,390 70	49,814 57
Orders issued in Canada upon Nova Scotia and Prince Edward Island			898 28
Orders issued in Nova Scotia and Prince Edward Island upon Canada.....			2,951 66
Net Revenue to Canada upon the Money Order transactions	7,887 05	8,205 17	6,652 42
Expenditure for maintenance of the Money Order system	13,674 63	10,720 57	7,582 49

From this statement it will be seen that while the year 1863 shewed an increase in total amount of local Money Order transactions equal to about 17 per cent. over 1862, the nine months of 1864 gave an increase of 42 per cent. over the rate of transactions in 1863.

As, however, the charge on Canadian Money Orders was at a reduced rate in 1864, as compared with part of the year 1863, the general increase in the business did not produce a proportionate augmentation in revenue.

Of the \$830,488.91, representing the total amount of local Money Order transactions, \$88,500 arose upon Money Orders issued at or drawn upon the new Money Order offices added to the list on 1st April, 1863.

In the Money Order business with the United Kingdom there is an increase of about 8 per cent. as compared with last year.

No losses were sustained by fraud or otherwise in the Money Order operations during the nine months of this Return.

O. MOWAT,
Postmaster General.

POST OFFICE DEPARTMENT,
Quebec, 1st November, 1864.

REPORT No. 1.

STATEMENT of the Finances, Receipts and Expenditure of the Post Office Department in Canada, for the period from the 1st October, 1863, to 30th June, 1864.

INCOME.		DISPOSAL OF INCOME.		REPORT		BALANCE	
\$	cts.	\$	cts.	\$	cts.	\$	cts.
Balances due by Postmasters, 30th September, 1863.	272,945	63	19,901	47	130,611	55	
Amount of Gross Postage (Money)	297,817	304			25,715	15	
do (Stamps)					15,339	52	
Amount received from Merchants and others, for the accommodation of Letter Boxes	3,238	27			21,477	24	
Amount of Miscellaneous Receipts	2,477	16			1,318	71	
Amount authorized by Order in Council, dated 14th May, 1858, to be applied and accounted for as Post Office Revenue—being assessed as the equivalent of the postage which would have been payable on the Legislative and Departmental Correspondence carried free by the Post Office Department, for the period from 1st October, 1863, to 30th June, 1864	48,000	00			106,955	61	194,402
Canadian Postage collected in Great Britain not included in above	16,222	44			117,213	46	47
Returned, refused, missent and re-directed letters	640,751	407			5,734	86	
Gross Receipts for the period from 1st October, 1863, to 30th June, 1864, after deducting Dead Letters	16,055	544	624,695	50			229,003
			644,597	03			2,653
			\$644,597	03			18
							27
							97
							87
							15
							99
							33
							03

* See explanation of Expenditure, pages 6 and 7.

H. A. WICKSTED, Accountant. O. MOWAT, Postmaster General.

REPORT No. 2.

Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Abbott's Corners and Frelighsburg.	M. Paquette, Junr	Vehicle	2	9 months	22	50
Aberarder and Perch Station, &c.	R. May	Horse or vehicle.	3	9 do	90	92
Abercorn and Glen Sutton	D. Dodge	Vehicle	1	9 do	33	00
Abercorn and Richford	A. Pickle	do	6	9 do	30	00
Abercorn and Sweetsburg	A. Pickle	do	6	9 do	360	00
Acton Vale and Leonard's Hill.	M. Leonard	do	1	9 do	30	00
Acton Vale and Roxton Falls	D. Lagarde	Horse or vehicle.	6	9 do	103	75
Acton Vale and St. Théodore	E. Fontaine	do	2	9 do	30	00
Addison and B. & O. Rail'y Station.	E. Arnold	Vehicle	6	9 do	104	25
Agincourt and Scarborough Road.	John Hill	Horse or vehicle.	6	9 do	39	00
Ailsa Craig and Falkirk	James Priestley	Optional with Contractor	3	9 do	56	25
Alberton and Lynden	John Cronin	do	3	3 do	33	50
Alberton and Lynden	M. C. Hendershot	do	3	6 do	77	00
Albion and Coventry	Geo. Taylor	Horse or vehicle	3	9 do	78	00
Albion and Sandhill	Geo. Taylor	do	3	9 do	43	50
Albion and Thistle town	Geo. Taylor	do	6	9 do	63	75
Albury and Rednersville	Thomas Dempsey	Optional with Contractor	3	9 do	33	75
Aldbore' and Wardsville	William Carr	On horseback	1	9 do	35	58
Aldershot and Waterdown	H. Oliver	Horse or vehicle.	6	9 do	93	75
Alexandria and Lancaster	J. Murray, Junr	Stage or other vehicle	6	9 do	210	00
Alexandria and Loch Garry	Angus Kennedy	Optional with Contractor	2	7 do	29	16
Alexandria and Loch Garry	J. Fraser	do	2	2 do	10	33
Alexandria and L'Original	J. Murray, Junr	Stage or other vehicle	6	9 do	540	00
Alfred and L'Original	J. W. Lendrum	Horse or vehicle.	3	4 do and 5 days	53	90
Alfred and Treadwell	Ant. Dorée	In a vehicle	2	5 months	20	00
Algonquin and Maitland	N. Wright	do	1	9 do	11	25
Allandale Mills and Keene	Geo. English	Optional with Contractor	6	9 do	36	00
Alloa and Edmonton	Wm. Sharp	On foot or in a vehicle	3	6 do	30	00
Alloa and Edmonton	W. Moody	do	3	3 do	9	87
Almonte and Arnprior	J. Campbell	In a stage or other vehicle	6	9 months, (less fine.)	365	00
Almonte and Clayton	James Coulter	Horse or vehicle.	3	9 months	97	50
Alport and Muskoka Falls	W. Hanna	On foot, on horseback, or in a vehicle	1	5 do	23	00
Alport and Muskoka Falls	R. Nichols	do	1	2 do	8	00
Alton and Caledon	E. Clark	Horse or vehicle.	3	9 do	45	00
Alvanley and Owen Sound	J. P. Coulson	On foot, on horseback, or in a vehicle	1	4 do	17	24
Alvinston and Sutherland's Corners.	J. Walker	On horseback, or as required	2	9 do	56	25
Amherstburg and Ruthven	Solomon Wigle	In a vehicle	3	9 do	390	00
Amherstburg and Windsor	S. Nutson	do	6	9 do	375	00
Amiens and Lobo	P. Littlejohns	Horse or vehicle.	2	9 do	56	25
Amulree and Shakespeare	A. Dallas	do	2	6 do	30	00
Ancaster and Charlke	W. Harvey	Horse or vehicle.	3	9 do	51	75
Ancaster and Hamilton	E. Brand	do	6	9 do	145	00
Appleby and Merton	John Scott	do	3	9 do	60	00
Appleton and Carleton Place	W. Young	do	3	4 do	16	66
Apto and Barrie	John Gallagher	do	2	3 do	27	50
Apto and Craighurst	T. Craig	On horseback	2	6 do	40	00
Argyle and Woodville	W. Coulthard	Horse or vehicle.	3	4 do	46	33

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.
Ariadne and Beamsville	S. Hill	Horse or vehicle..	3	9 months ...	\$ 60 00
Arkona and Widder Station	W. Randall	In a vehicle.....	6	9 do ...	195 00
Arkona and Wisbeach	N. Eastman	Horse or vehicle..	3	9 do ...	86 25
Arkwright and Williseroft	H. Williseroft	Horsbk or vehicle	1	9 do ...	30 00
Armagh and St. Raphael	A. Labreque	On horseback....	1	9 do ...	45 00
Arnprior and Castleford	John Warnock	On horseback or in a vehicle..	6	3 do ...	117 50
Arnprior and Castleford	James Harvey	do	6	6 do ...	180 00
Artemesia and Chatsworth	P. Lowe	do	1	6 do ...	32 50
Artemesia and Eugenia	W. Clarke	do	2	9 do ...	43 50
Artemesia and Orangeville	R. Trimble	do	1	6 do ...	95 00
Arthabaska Station and Bulstrode	T. Geoffroy	Optional with Contractor.....	1	9 do ...	27 00
Arthur and Monck	R. Dunlop	On foot or in a vehicle	1	6 do ...	20 00
Arthur and Monck	G. Brain	do	1	3 do ...	12 50
Arva and Telfer	W. B. Bernard	Optional with Contractor	2	4 do ...	26 66
Asburn and Stouffville	W. McGill	Horse or vehicle..	6	6 do (1's fine)	159 50
Ashburnham and Peterboro'	R. D Rogers	Not specified	6	9 months ...	30 00
Ashton and Prospect	Hiram Sykes	Horse or vehicle..	6	9 do ...	100 00
Atherley and Orillia	W. C. McMullen	Optional with Contractor	1	20 trips.....	10 00
Athol and Martintown	M. McGregor	Horse or vehicle..	2	6 months ...	49 50
Athol and Martintown	John Fisher	do	2	3 do ...	23 75
Athol and Plantagenet	J. Leclair	do	3	9 do ...	111 75
Aultsville and East Williamsburg	L. Pillar	do	6	9 do ...	43 00
Aultsville and Farran's Point	J. S. Hutchins	Optional with Contractor	6	6 do ...	22 50
Aurora and Lloydtown	H. Hulse	In a vehicle.....	6	9 do ...	254 61
Aurora and White Rose	B. Pearson	On foot, horse or vehicle	2	9 do ...	39 00
Avoca and Pointe aux Chenes	John McCallum	Horse or vehicle..	1	9 do ...	30 00
Aylmer and Dorchester Station	Geo. Bates	do	2	9 do ...	123 00
Aylmer and Grovesend	John Haun	do	2	9 do ...	48 00
Aylmer and Ottawa City	M. Holt, Junr.	In a vehicle.....	12	9 do ...	240 00
Aylmer and Portage du Fort and Pembroke	J. Wym	do	3	9 do ...	300 82
Ayr and Roseville	J. Auge	Horse or vehicle..	3	3 do ...	19 50
Ayr and Roseville	P. Cornell	do	3	6 do ...	33 00
Baby's Point and Aigonac, U. S.	J. Menton	In a vehicle.....	2	9 do ...	39 00
Baden and Wellesley	Louis Liesmer	do	6	6 do ...	123 50
Bagot and Earnstown	J. Halliday, Senr	Horse or vehicle..	3	9 do ...	61 00
Bagot and Calabogie	D. Dillon	Not specified	1	9 do ...	30 00
Bagot and Mount St. Patrick	Thos. Brady	Horse or vehicle..	2	9 do ...	99 00
Baillicore' Millbrook and Bewdley	J. Eakins	do	6 & 2	9 do ...	114 00
Balderson and Playfair	Jos. Avery	do	2	2 do ...	8 33
Ballymote and London	E. Fitzgerald	do	1	9 do ...	37 32
Balmoral and Cayuga	J. Anguish	do	3	9 do ...	93 00
Bamberg and St. Agatha	F. Walter	do	2	9 do ...	45 00
Banda and Creemore Mills	J. Clemenger	Optional with Contractor	2	4 do ...	26 66
Banda and Stayner	W. Campbell	On horseback or in a vehicle	3	5 do ...	58 33
Bandon and Harpurhey	R. Mann	Horse or vehicle..	3	9 do ...	120 00
Barston and Way's Mills	E. S. Southmayd	do	2	9 do ...	36 00
Barrie and Ivy	John Hunter	do	2	9 do ...	74 55
Barrie and Midhurst	Geo. Sneath	On foot, horseback or in a vehicle..	2	6 do ...	26 00
Barrie and Orillia	John Harvie	do	6	131 trips	360 25
Barrie and Penetanguishene	Thos. Cundle	do	3 & 6	9 months ...	296 25
Barrie and Penetanguishene	J. Vasseurs	do	1	trip ...	4 00
Barrie and Penetanguishene	H. Columbus	do	1	trip ...	4 00
Barrie and Shanty Bay	S. Arthur	Horse or vehicle..	2	9 months ...	58 50

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Barrington and Sherrington.....	H. Emerson	In a vehicle	3	9 months ...	56 25
Bath, Emerald and Stella.....	W. Wemp	Boat or otherwise, accord'g to season	2	3 do ...	24 62
		do	2	6 do ...	42 50
Bath, Emerald and Stella.....	Daniel Wemp	do	3	9 do ...	54 00
Batiscan and St. Narcisse.....	P. Lacourcière	In a vehicle.....	3	9 do ...	133 50
Batiscan Bridge and St. Stanislas.....	P. Trépanier.....	Horse or vehicle..	6	9 do ...	93 75
Battersca and Kingston.....	S. Hughes	do	6	9 do ...	239 25
Bayfield and Scarforth.....	W. Clement.....	do	6	9 do ...	345 00
Beachburg and Castleford.....	John Warnock.....	In a vehicle.....	2	9 do ...	54 00
Beachburg and Gower Point.....	T. Mallette	Horse or vehicle..	6	9 do ...	285 00
Beachburg and Pembroke.....	A. Johnston.....	do	3	9 do ...	82 50
Beachburg and Westmeath.....	M. Fletcher.....	do	6 & 2	9 do ...	205 86
Beachville, Stratford, &c.....	John McKay.....	do			
Beamsville and Rosedene	J. M. McQueen	Horse or otherwise, as required..	2	9 do ...	48 00
		Horse or vehicle..	1	9 do ...	51 00
Bearbrook and Cumberland.....	J. Walsh.....				
Beauharnois, Caughnawaga, Fort Covington, Huntingdon and Montreal	S. Lamb.....	In a vehicle.....	3 & 6	9 do ...	983 33
Beauharnois and St. Louis de Gonzague.....	John Symons.....	do	3	9 do ...	105 00
Beauharnois and Valleyfield.....	C. Boyer	do	3	9 do ...	193 05
Beaverton and Cannington.....	W. Coulthard	Stage or other vehicle	6	9 do ...	150 00
Beaverton, Holland Landing and Georgina	J. Sheppard.....	In a vehicle.....	3 & 6	9 do ...	669 00
Beaverton and North Eldon.....	J. McCreadie.....	Horse or vehicle..	1	4 do ...	13 24
Beaverton and Orillia.....	J. Harvey	do	2	9 do ...	171 60
Becancour, Ste. Gertrude & Stanfold.....	P. Bélander	In a vehicle.....	2	8 do ...	277 33
Becancour, Ste. Gertrude & Stanfold.....	B. Rivard.....	do	2	1 do ...	21 66
Belfast and St. Helens.....	W. Phillips.....	Horse or vehicle..	3	9 do ...	37 50
Belford and Cedar Grove.....	Israel Burton.....	do	3	9 do ...	52 50
Belfountain and Erin.....	T. J. Bush.....	do	1	9 do ...	15 00
Belleville and Bridgewater.....	G. Canniff	In a vehicle.....	6	9 do (less fine).....	235 00
Belleville and Hillier.....	T. Canniff	In summer, part of the way by boat; the rest on horseback or in a vehicle.....	3	9 months.....	214 50
Belleville and Madoc.....	T. Canniff.....	In a vehicle.....	6	9 do ...	183 75
Belleville and Picton.....	J. Blanchard.....	By stage.....	6	Winter seasons of '63 & '64..	80 00
Belleville and Picton (via North Port)	J. Blanchard.....			1 trip.....	5 00
Belleville and Stirling.....	D. Canniff	In a vehicle.....	6	9 months.....	111 75
Belleville and Wharf.....	J. Wesse	do	12	4 months & 9 days.....	19 50
Bellrock and Colebrook.....	Z. Brown.....	Horse or vehicle..	2	3 months.....	25 00
Bellrock and Colebrook.....	G. M. Walrath.....	do	2	6 do ...	31 66
Bell's Corners and Hazledan	John Young.....	do	2	9 do ...	39 00
Belmont and London.....	Lewis Olmsted.....	do	3	9 do ...	89 82
Belœil Village and St. Hilaire Station.....	J. R. Brillou	By ferry and veh.	12	9 do ...	67 50
Benmiller and Goderich.....	W. Cruse	On horseback.....	2	9 do ...	33 75
Bensfort and South Monaghan.....	J. W. McBain.....	Horse or vehicle..	1	9 do ...	15 60
Bentineck and Collingwood.....	C. Cameron.....	In a vehicle.....	6	9 do ...	1126 50
Bentineck and Kincardine.....	J. Quinn.....	Horse or vehicle..	3	9 do ...	585 00
Bentineck and Pomona.....	J. Wall.....	On foot or in a veh.	1	9 do ...	31 66
Bentineck and Walkerton.....	J. P. Coulson	Stage or other veh.	3	9 do (less amt overpaid in June, Sept. & December quarters, '63)	245

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Beresford and Ste. Adèle	V. Charboceau	Horse or vehicle..	1	9 months	36	00
Berlin and Glenallan.....	F. A. Potter, Attorney	By stage.....	6	3 do	195	00
Berlin and Glenallan.....	J. Potter.....	do	6	6 do	390	00
Berlin and Manheim	M. Herner	On foot, horse'k, or in a vehicle..	2	6 do	25	00
Berlin and Millbank.....	H. Irwin.....	Horse or vehicle..	3	0 do	202	50
Berlin and Preston.....	S. Cornell.....	In a vehicle.....	12	0 do	234	00
Berlin Station and Waterloo, via Berlin	Elizabeth Schmidt....	do	24	0 do	296	25
Berlin and Winterbourne.....	Elizabeth Schmidt	Horse or vehicle..	6	0 do	221	25
Berne and Kippen.....	G. Murner.....	Optional with Contractor.....	2	3 do	12	50
Berne and Zurich.....	C. Poller.....	do	2	4 do	13	33
Bersimis and Mille Vaches.....	M. Fortescue	do	fort- n'y	9 do	105	00
Berthier and Isle du Pads	J. B. Moreau.....	Not specified	3	3 do	8	00
Berthier, St. Cutbbert and St. Nor- bert.....	C. Oliver.....	In a vehicle.....	3	9 do	88	50
Berthier and Ste. Elizabeth	C. Oliver.....	do	3	9 do	75	00
Berthier (en haut) and Sorel	A. Forcier	Ferry and vehicle	7	0 do	120	00
Berwick and Casselman.....	M. Cavanaugh.....	Horse or vehicle..	3	0 do	67	50
Berwick and Strathglass.....	D. McRae.....	Optional with Contractor.....	1	6 do	18	00
Bethany, Janetville and Lifford	R. Porteus	Horse or vehicle..	3	0 do	223	50
Bethel and South Durham.....	W. Bartlett.....	In a vehicle.....	1	3 do	7	50
Binbrook and Stoney Creek.....	R. Pow.....	Horse or vehicle..	2	9 do	58	50
Birchton and Sawyerville.....	J. McNeight	do	6	6 do	75	00
Birchton and Sawyerville.....	Joseph Taylor.....	do	6	0 do	37	50
Birr and Bryanston.....	J. Standfield.....	Horseback or otherwise as may be required.....	2	9 do	30	00
Bishop's Mills and North Augusta.....	D. B. Wilcox.....	Horse or vehicle..	1	9 do	30	00
Black Creek and Point Abino	G. Huffman.....	Horse or other- wise, at option of Contractor.....	3	0 do	63	75
Black Heath and York.....	R. Blain	Optional with Contractor.....	2	7 do	23	33
Blandford and Maddington	E. H. St. Germain, for widow of V. St. Ger- main	Horse or vehicle..	2	8 do	48	00
Blessington and Shannonville.....	J. Doman	do	2	9 do	44	25
Bloomington and Frieberg.....	F. Rombach.....	do	3	9 do	45	00
Bluevale and Morrisbank.....	D. Moffat.....	do	3	9 do	37	32
Blyth and Clinton Stage and Hag- arty's Corners.....	D. Hagarty and W. Proctor	do	3	9 do	9	00
Blytheswood and Leamington.....	J. Bescom	On horseback or otherwise as re- quired.....	2	9 do	20	25.
Bobcaygeon Road and Bury's Green	John Fell.....	Optional with Contractor.....	1	0 do	33	75.
Bobcaygeon and Lindsay.....	H. Workman.....	In a vehicle.....	3	Wint. season, '63 & '64.....	156	00.
Bobcaygeon and Peterson	J. Finlay	Horse or vehicle..	2	9 months	235	00
Bodmin and Hagarty's Corners.....	Walter Smith.....	On foot.....	3	0 do	17	61
Bond Head and Keenansville.....	S. H. Prest	On horseback or in a vehicle.....	3	2 do	44	16
Bond Head and Mono Mills.....	Geo. Taylor.....	In a vehicle.....	3	7 do	192	50
Bord à Plouffe and St. Martin.....	C. Smallwood.....	Optional with Contractor.....	6	1 do	8	00
Bord à Plouffe and St. Martin.....	L. Lavoie, Jr.....	do	6	2 do	17	33
Boscobel and Roxton Falls.....	A. M. Fisk.....	Horse or vehicle..	1	6 do	15	00
Boscobel and Roxton Falls.....	W. Hackwell	do	1	3 do	7	50.

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Bothwell and Cashmere.....	D. Allen.....	Horse or vehicle, at option of Contractor.....	3	9 months ...	42	75
Bowmanville and Casarca.....	T. Shaw.....	In a vehicle.....	6	9 do ...	411	75
Bowmanville and Tyrone.....	J. Maynard.....	In a vehicle, at option of Contractor.....	6	9 do ...	75	00
Bowood and Dunerief.....	A. Bell.....	On horseback.....	2	9 do ...	22	11
Bowood and Fernhill.....	E. Owen.....	Optional with Contractor.....	2	3 do ...	12	50
Bradford and Cookstown.....	J. Bradshaw.....	In a vehicle, at option of Contractor.....	6	9 do ...	134	55
Bradford and Deerhurst.....	J. Hill.....	On foot or in a vehicle.....	2	6 do ...	26	00
Bradford and Deerhurst.....	J. Tindall.....	do.....	3	3 do ...	15	00
Braemar and South Zorra.....	J. Forbes, Junr.....	Horse or vehicle.....	2	3 do ...	12	50
Braemar and South Zorra.....	W. Burk.....	do.....	2	6 do ...	23	50
Brampton and Derry West.....	J. Graham.....	do.....	6	9 do ...	147	00
Brampton and Orangeville.....	W. Moody.....	Stage or other vehicle.....	6	9 do ...	375	00
Brantford and Burtch.....	G. Skinnin.....	Horse or vehicle.....	3	9 do ...	90	00
Brantford and Cainsville.....	C. Hobson.....	On horseback or otherwise.....	6	9 do ...	70	50
Brantford and Paris Station.....	J. Hall.....	In a vehicle.....	6	9 do ...	352	50
Breadalbane and Vankieck Hill.....	P. M. Stewart.....	Horseback or otherwise.....	2	9 do ...	34	00
Brewster and Zurich.....	W. Ellis.....	do.....	2	9 do ...	93	75
Bridgenorth and Ennisacree.....	P. Gallivan.....	On foot, in a boat, or otherwise.....	2	9 do ...	78	00
Bridgenorth and Peterboro'.....	E. W. Shaw.....	Horse or vehicle.....	2	9 do ...	71	25
Bridgewater and Flinton.....	B. Collins.....	do.....	1	9 do ...	25	50
Bridgewater and Madoc.....	B. Collins.....	do.....	2	9 do ...	88	50
Brigham and Dunham.....	T. Hill.....	In a vehicle.....	6	9 do ...	180	00
Brighton and Campbellford.....	T. Ilwitt.....	do.....	3	4 do ...	52	00
Brighton and Kingston.....	E. Howard.....	By stage.....	6	9 do ...	1425	00
Brighton and Norham.....	W. Wade.....	In a vehicle.....	3	5 do ...	78	32
Bristol and North Bristol.....	R. Shirley.....	Horse or vehicle.....	1	9 do ...	13	75
Britannia and Cooksville.....	J. Muir.....	On foot or vehicle.....	6	7 do ...	29	16
Britannia and Cooksville.....	J. Schillar.....	do.....	6	2 do ...	15	83
Britonville and Lakefield.....	G. Hamilton.....	Horseback or in a vehicle.....	2	9 do ...	60	00
Brockville and Morristown, U. S.....	W. H. Willson.....	Ferry in summer, cutter in winter.....	6	9 do ...	37	50
Brockville and Westport.....	W. Bradfield, or Attorney.....	In a vehicle.....	6	9 do ...	1125	00
Brodhagen and Carronbrook.....	C. Brodhagen.....	Horseback or otherwise, as required.....	1	9 do ...	37	50
Brompton and Brompton Falls.....	E. B. Stevens.....	Horse or vehicle.....	3	9 do ...	60	00
Bronte and Milton.....	J. Wallace.....	do.....	6	9 do ...	44	25
Broughton and St. Joseph.....	J. O. C. Arcand.....	do.....	1	9 do ...	37	50
Brownsville and Ingersoll.....	J. H. Vanatter.....	do.....	3	6 do ...	350	00
Brownsville and Ingersoll.....	W. Hall.....	do.....	3	3 do ...	56	00
Brown's Wharf and Pendleton.....	J. M. C. Deslesderniers.....	do.....	6	4 do ...	67	50
Bruce Mines and Sault Ste. Marie.....	E. Idluna & Son.....	.....	1	trip.....	10	00
Bruce Mines and Sault Ste. Marie.....	P. Bessard & Son.....	.....	3	do ...	30	00
Bruce Mines and Sault Ste. Marie.....	J. S. J. Watson.....	Not specified.....	1	2 months ...	5	00
Buckingham and Cumberland, on Steamboat Landing.....	R. McKnight.....	Boat and vehicle.....	6&12	9 do ...	80	25
Buckingham and Little Rapids.....	D. McMillan.....	Canoe in summer, and vehicle in winter.....	3	do ...	3	00
Buckingham Wharf and Cumberland.....	G. G. Dunning.....	In a vehicle.....	12	6 do ...	40	00

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Buckingham Wharf and Cumberland	F. Fontloff.....	In a vehicle.....	12	On acct. sum- scd. 2 mths and 6 days.	20	00
Buckland and St. Lazare	P. Lemieux	Horse or vehicle..	2	9 months ...	67	50
Burford and Cathcart	T. Muir.....	Optional with Contractor	2	9 do ...	39	00
Burnhamthorpe and Summerville..	G. Savage	Horse or vehicle..	3	9 do ...	48	75
Byron and London	J. Charles, Senr., and J. Charles, Jr., Att'ys.	do	2	9 do ...	36	75
Caistown and Mallorytown	G. Wickwire	Horse or vehicle..	2	9 do ...	29	25
Caldwell and Sligo	W. J. Lewis.....	In a vehicle.....	2	9 do ...	45	00
Caledon East and Kilmanagh.....	R. Broddy	do	2	9 do ...	30	00
Caledon East and Lockton.....	D. McCallum	Horse or vehicle..	2	9 do ...	29	61
Calumet Island, Portage du Fort and Fort Conlonge.....	J. Scott	On foot or horse- back	2 & 3	9 do ...	174	00
Camden East and Napanee.....	H. Finkle.....	In a vehicle.....	6	9 do ...	150	00
Camden East and Tamworth	D. Drader	do	6	9 do ...	144	00
Camilla and Whitfield.....	P. D. Henry.....	Horse or vehicle..	1	12 do ...	45	00
Campbellford and Stirling.....	P. J. Weaver.....	On horseback or in a vehicle.....	3	4 do ...	66	00
Campbelltown, N.E., and Métis.....	G. Dickson.....	Optional with Contractor	2	9 do ...	1320	00
Campbelltown, N.E., and Percé.....	A. and D. Kerr.....	In a vehicle.....	2	9 do ...	1575	00
Canboro' and Canfield.....	R. French.....	do	6	9 do ...	75	00
Canboro' and Ontario.....	J. McNeilly.....	Horse or vehicle..	3	9 do ...	270	00
Canboro' and Port Robinson.....	T. McGlashan.....	In a vehicle.....	3	9 do ...	277	50
Canfield and Cayuga	R. French.....	Not specified.....	12	9 do ...	150	00
Cannifton and Wallbridge	J. Frederick.....	Optional with Contractor	3	9 do ...	44	25
Canning and Paris Station.....	H. Cromwell.....	Horse or vehicle..	6	9 do ...	131	25
Canrobert and St. Césaire.....	J. Mullarkey.....	do	3	6 do ...	30	00
Cantley and Kirk's Ferry.....	J. Kirk.....	By Ferry or on foot.....	3	9 do ...	18	75
Cape Rich and St. Vincent.....	J. Cox, Junr.....	Not specified.....	2	41 trips.....	51	25
Cape Rich and Steamboat Landing..	D. McLaren.....	do		Season of navigation, 1865 to 1863.....	22	00
Cap Rouge and Quebec	C. Hough.....	Stage.....	6	9 months ...	117	50
Carden and Islay	R. Delaney.....	Optional with Contractor	1 & 2	9 do ...	53	00
Carillon and Grenville.....	J. Burnes.....	In a vehicle.....	6	5 do ...	104	00
Carillon, Lachute and St. An- drews	T. S. Palliser.....	do	6	9 do ...	112	50
Carillon and Montreal.....	V. Lemay.....	One-horse vehicle.	6	5 do ...	358	34
Carillon and Ottawa City	J. Murray, Junr.....	In a vehicle.....	6	Winterscason 1863 and '64.	964	00
Carillon and Point Fortune.....	R. Palliser.....	do	6	Summer sea- son of 1863.	24	53
Carillon and Vaudreuil.....	C. Proulx.....	Optional with Contractor	6	Wint'r season of 1863-1864	324	00
Carillon to Steamboat Landing and Railway Station.....	G. Schneider.....	Not specified.....	As req.	Season nav- 1863.....	73	60
Carleton and Dalhousie, N. B.....	P. Landry.....	In a boat.....	2	9 months ...	270	00
Carlingford and Sebringville.....	J. Terry.....	Horse or vehicle..	2	9 do ...	74	50
Carlisle and Mountsberg.....	J. C. Crooker.....	Foot or vehicle..	2	9 do ...	41	25
Carlow and Marnock	H. Douglas	Horse or vehicle..	2	9 do ...	112	50
Carlsruhe and Hanover.....	P. Priestor.....	Foot, horseback or vehicle.....	1	2 do ...	3	66
Carnegie and Paisley.....	S. Ewart.....	do	1	3 do ...	12	00

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Carnegie and Paisley.....	J. E. Trout.....	Foot, horseback or vehicle.....	1	6 months.....	22 50
Carp and Diamond.....	R. Walker, Jr.....	Horse or vehicle.....	2	9 do.....	45 00
Carp and West Huntley.....	P. Kennedy.....	do.....	3	9 do.....	97 50
Carronbrook and Cromarty.....	R. Leggat.....	do.....	2	9 do.....	55 50
Carronbrook and Lerner.....	W. Givins.....	Horse or vehicle.....	1	8 do.....	20 00
Carthage and Listowell.....	J. Beaton.....	do.....	2	9 do.....	36 00
Carthage and Morningdale Mills.....	A. Glenn.....	Not specified.....	1	9 do.....	18 00
Castlebar and Danville.....	M. Murphy (Widow).....	Horse or vehicle.....	3	3 do.....	25 00
Castlebar and St. Patrick's Hill.....	M. Murphy (Widow).....	do.....	3	3 do.....	5 00
Castlemore and Humber.....	J. O'Connor.....	do.....	2	9 do.....	37 11
Cayuga and Seneca.....	M. R. Steel.....	In a vehicle.....	6	9 do.....	210 00
Cedar Hill and Pakenham.....	S. Dickson.....	Horse or vehicle.....	2	9 do.....	45 00
Cedars and Côteau Landing.....	B. Urteau.....	do.....	6	9 do.....	148 40
Cedarville and Mount Forest.....	W. Rogers.....	do.....	1	9 do.....	56 25
Centreville and Enterprise.....	J. Shibley.....	do.....	3	9 do.....	90 00
Chambly and Charrois.....	T. Dwyer.....	In a one-horse vehicle.....	6	6 do.....	30 00
Chambly Canton and Longueuil.....	L. Robert.....	do.....	6	6 do.....	30 00
Chambly Canton and Montreal.....	L. Robert.....	In a vehicle.....	6	3 do.....	34 75
Chambly and St. Césaire.....	L. D. St. Germain, Atty.....	In a one-horse vehicle.....	6	9 do.....	187 25
Chambly Basin and St. Hilaire Station.....	L. St. Germain.....	In a vehicle.....	6	9 do.....	178 50
Chambly and St. John's.....	J. Schiffer.....	do.....	6	9 do.....	130 50
Charing Cross and Maidstone.....	J. Twomey.....	do.....	2	9 do.....	435 00
Charleston and Farmersville.....	P. F. Green.....	Horse or vehicle.....	2	9 do.....	45 00
Charrois' Station and Montreal.....	L. St. Germain.....	In a vehicle.....		20 trips.....	10 00
Chatham and Darrell.....	E. Hall.....	On horseback or otherwise.....	2	8 months.....	53 33
Chatham and Dawn Mills.....	E. Hall.....	On horseback or in a vehicle, as required.....	3	9 do.....	191 67
Chatham and Dover South.....	S. Gervais.....	Horse or vehicle.....	2	9 do.....	36 75
Chatham and Harwich.....	R. Jackson.....	do.....	1	9 do.....	59 76
Chatham and Morpeth.....	W. Mallory.....	Stage, waggon or sleigh.....	6	9 do.....	570 00
Chatham and Muddy Branch.....	F. Naubert.....	In a vehicle.....	2	9 do.....	37 50
Chatham and Oungah.....	L. D. Gillet.....	On horseback.....	2	9 do.....	71 25
Chatsworth and Marmion.....	D. Bryant.....	Horse or vehicle.....	1	3 do.....	12 78
Chatsworth and Marmion.....	S. B. Conger.....	do.....	1	6 do.....	25 56
Chatsworth and Massie.....	A. Massie.....	do.....	1	3 do.....	12 50
Chatsworth and Orangeville.....	E. Harrison.....	do.....	2	3 do.....	115 00
Cheapside and Selkirk.....	W. Lamb, Jr.....	do.....	3	9 do.....	37 50
Cheltenham and Orangeville Road.....	J. Graham, Jr.....	do.....	6	9 do.....	132 75
Cheltenham and Rockside.....	E. Bonesteel.....	Not specified.....	2	8 do.....	40 00
Cheltenham and Rockside.....	J. S. Tracey.....	do.....		1 trip.....	2 00
Chertsey and Rawdon.....	M. Granger.....	In a vehicle.....	1	9 months.....	38 00
Chester and East Chester.....	N. Darois.....	Not specified.....	1	9 do.....	37 59
Chester and Espérance.....	P. Beauchêne.....	Optional with Contractor.....	1	9 do.....	37 50
Chester and St. Christophe.....	P. Beauchêne.....	Horse or vehicle.....	3	9 do.....	59 67
Chesterfield and Ratho.....	P. Wilson.....	do.....	3	7 do.....	35 00
Chicoutimi and L'Anso au Foin, via Tremblay.....	P. Potvin.....	Boat or otherwise.....	1	9 do.....	60 00
Chicoutimi and Laterrière.....	R. Maltais.....	Optional with Contractor.....	1	9 do.....	42 00
Chicoutimi and Metabechouan, via Laterrière.....	P. Blackburn.....	do.....	1	9 do.....	156 00
Chicoutimi and Murray Bay.....	P. Gagnon.....	On foot or horseback, and in a vehicle in winter.....	1	9 do.....	252 00
Chicoutimi and St. Paul's Bay.....	D. Côté.....	do.....	2	9 do.....	477 00

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.
Chicoutimi and Tromblay.....	E. Gagné.....	Ferry.....	2	9 months.....	\$ 22 50
Chippawa, Clifton &c.....	A. Gibson.....	In a vehicle.....	6	3 do	105 25
Chippawa and Clifton.....	W. Chase.....	do	6	6 do	145 00
Clarence and Grenville.....	C. Major.....	do	6	Wint. season, '63 and '64.....	490 00
Clarence and McCaul's Wharf.....	J. Surtees.....	Not specified.....	6	9 days.....	3 39
Clarence and Thurso.....	J. Surtees.....	Boat or canoe.....	6	Bal. of 1863, and 1 month and 1 month 27 days of '64.....	20 92
Clarenceville and Noyan.....	J. Schull.....	Vehicle.....	3	9 months.....	30 00
Clarenceville and Nat's Corners.....	D. Natt.....	do	3	9 do	37 50
Clarenceville and St. John's.....	J. Schull.....	do	6	9 do	325 25
Clarendon and Clarendon Centre.....	G. Hodgins.....	Not specified.....	3	9 do	93 00
Clareview and Hardinge.....	S. C. McDonnell.....	Vehicle.....	1	9 do	150 00
Clareview and Napance.....	M. C. Whitecomb.....	do	2	9 do	164 25
Clarke and Kendall.....	J. Lockart.....	do	2	9 do	65 75
Clarksburg and Thorbury.....	T. Nixon.....	On foot or in a vehicle.....	6	6 m. 26 days.....	28 56
Clarksburg and Ravenna.....	W. Reid.....	Not specified.....	1	1 month.....	4 16
Clayton and Tatlock.....	J. Guthrie, Senr.....	Horse or vehicle.....	1	9 months.....	30 00
Clearville and Duart.....	L. Cavers.....	do	6	9 do	67 50
Clifton and Niagara.....	Winsor Chase.....	In a vehicle.....	6	6 do	200 00
Clinton and Holmesville.....	T. Fair.....	Horse or vehicle.....	3	9 do	45 00
Clinton and London.....	Eliza Jennings & John Brown, Executors.....	Vehicle.....	6	6 do	599 74
Clinton and London.....	A. T. Moore.....	In a vehicle.....	6	3 do	250 00
Clinton and Wingham.....	W. Cummins.....	Vehicle.....	6	9 do	350 58
Clontarf and Cole's Tavern.....	G. Manson.....	Horse or vehicle.....	3	9 do	84 00
Clontarf and Hopefield.....	H. Y. Read.....	Horseback or otherwise.....	2	9 do	135 00
Clover Hill and Cookstown.....	Elizabeth Colman.....	Horse or vehicle.....	6	9 do	60 00
Clyde and Galt.....	W. McPherson.....	do	2	9 do	60 00
Cootcook and Drew's Mills.....	A. K. Fox.....	do	1	9 do	29 15
Cootcook and Hersford.....	G. Thomas.....	do	1	9 do	75 00
Cootcook and Stanstead.....	W. Paige.....	In a vehicle.....	6	9 do	146 25
Cobden and Forrester's Falls.....	J. Ross.....	On horseback or otherwise, at option of Contractor.....	3	3 do	24 50
Cobden and Osceola.....	A. McLaren.....	Not specified.....	3	3 do	12 50
Cobden and Stafford.....	R. Childerhose.....	Horse or vehicle.....	2	3 do	25 00
Cobourg and Gore's Landing.....	W. Ranney.....	Vehicle.....	3	9 do	135 00
Cobourg and Norham.....	B. R. Young.....	do	3	5 do	187 50
Cobourg and Roseneath.....	W. Brown, Jr.....	do	3	4 do	66 33
Cobourg and Norwood.....	S. Fleming.....	do	3	5 do	300 00
Cobourg and Norwood.....	J. V. Griffiths.....	do	6	4 do	316 66
Coldwater and Orillia.....	J. Millard.....	Stage or other vehicle.....	2	9 do	99 00
Cole's Tavern and Renfrew.....	R. C. Mills.....	Horse or vehicle.....	3	9 do	127 59
Collifield and Thorne.....	J. Hill.....	On foot or on horseback.....	1	9 do	39 00
Collingwood Road and Craigeleith.....	A. Fleming.....	Horse or vehicle.....	6	65 days.....	3 56
Collingwood and Craigeleith.....	A. Fleming.....	do	2	Season na 1863.....	48 00
Collingwood and Killarney.....	F. Moberly.....	do	1	trip.....	5 00
Collingwood and Manitowaning.....	J. McNab.....	do	1	do	5 00
Collingwood and Owen Sound.....	J. P. Coulson.....	Stage or other vehicle.....	4	do	50 00
Collingwood and Owen Sound.....	J. P. Coulson.....	do	6	Wint. season, 1863 & 1864.....	275 00
Collingwood and St. Vincent.....	John York.....	do	1	trip.....	5 00
Colpoy's Bay and Owen Sound.....	John Mackenzie.....	On foot or in a boat or vehicle.....	1	9 months.....	148 50
Como and Steamboat Landing.....	A. Clark.....	Not specified.....	6	109 days.....	5 88

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Compton and Eaton	W. Paige	Vehicle	2	9 months	99	00
Compton and Stanstead	W. Paige	In a vehicle	6	3 do	123	75
Compton and Stanstead	C. Thomas	do	6	6 do	195	00
Conroy and Stratford	J. Rutledge	Optional with Contractor	2	6 do	37	50
Contrecoeur and Montreal	J. Lavigne	Vehicle	6	9 do	358	50
Conway and Napanee	E. Howard	do	3	9 do	172	50
Cookstown and Mulmur	J. Robinson	Horse or vehicle	2	9 do	153	00
Cooksville and Toronto	T. Harris	Stage	6	9 do	258	75
Coolidge School-House and East Bolton	A. Austin	Foot or horseback	2	9 do	30	00
Cornwall and St. Andrews	M. Cain	Horse or vehicle	3	9 do	74	25
Cornwall and St. Régis	M. Dixon	In canoe or scow in summer, and in a vehicle in winter	2	3 do	10	00
Côteau du Lac and Rigaud	C. Sabourin	Horse or vehicle	3	9 do	119	85
Côteau Landing and St. Zotique	J. Birmingham	Vehicle	3	9 do	29	25
Côteau Station, Dalhousie Mills and St. Polycarpe	B. Poirier, or Attor'y.	do	3 & 6	9 do	127	50
Côte St. Paul and Montreal	A. Desève	Horse or vehicle	6	9 do	90	00
Côte St. Vincent and St. Hermas	J. Parant	Not specified	6	110 days	36	66
Covey Hill and Russelltown	W. Barrett	Horse or vehicle	3	9 months	37	50
Cowal and Iona	N. McBride	Optional with Contractor	1	7 do	23	33
Cowansville and Waterloo	A. Pickle	Vehicle	3	6 do	75	00
Craig's Road Station and Leeds	R. Bain	do	3	9 do	249	75
Cranbourne and Frampton	J. Colgan	Horse or vehicle	1	9 do	26	16
Crawford and Glenohy	L. C. Smith	do	1	9 do	30	00
Credit and Prognore	B. Anderson	do	6	7 do	29	16
Credit and Sheridan	Hiram Teeter	Not specified	6	2 do	16	66
Crediton and Devon	J. Camm	do	1	9 do	18	75
Creek Bank and Winfield	S. Halladay	Horse or vehicle	2	9 do	39	00
Creemore Mills and Lavender	J. B. Martin	Option of contractor	1	9 do	30	99
Creemore Mills and Silvershoe	J. Miller	Horse or vehicle	3	4 do	39	66
Crossy and Picton	P. David	do	2	9 do	75	00
Crieff and Puslinch	A. Stewart	do	2	9 do	30	00
Criean and Wardsville	D. McIntyre	do	1	9 do	36	50
Cross Hill and Wellesley	J. Zoeger	Horseback	2	9 do	41	25
Cross Point and Rannymede	J. Sillars	do	1	9 do	75	00
Crysler and Dickinson's Landing	R. Hoople	do	3	9 do	163	33
Crysler and Russell	N. Kelmner	do	2	9 do	59	25
Cumminsville and Hamilton	C. Sealey	do	6	9 do	360	00
Daillebout and Joliette (late Industry)	P. Riberty	Horse or vehicle	3	9 do	112	50
Daillebout and Ste. Beatrix	H. Fortin	In a vehicle	1	9 do	27	00
Dalesville and Lachute	P. McArthur	Horse or vehicle	2	9 do	30	00
Dalesville and Rockland	J. Huston	do	1	9 do	18	75
Dalton and Drury	R. Drury	On foot, horseback or in a vehicle	2	2 do	8	33
Danforth and Woburn	J. Brooks	Horse or vehicle	2	9 do	75	00
Danville, Ham and Wotton	D. Harvey	do	1 & 2	9 do	112	50
Danville and Kingsey Falls	Hays Gilman	do	3	3 do	29	25
Danville and Kingsey Falls	C. E. Gilman	do	2	6 do	37	50
Danville and St. George de Windsor	Mrs. Murphy, Widow	do	2	3 do	17	50
Danville and St. George de Windsor	F. Dalton	do	2	3 do	10	00
Danville and St. George de Windsor	J. Rutherford	do	2	3 do	10	00
Danville and St. Patrick's Hill	F. Dalton	In a vehicle	3	3 do	15	00
Delaware and London	C. Allen	Stage	3	9 do	45	00
Delaware and Mount Brydges	L. Karl	Horse or vehicle	6	6 do	66	00
Delaware and Mount Brydges	G. S. Rogers, and H. Rawlings, Sureties	Horse'b'k or otherwise, as required	6	2 do	30	00

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cis.
Delhi, Oakland, &c.....	R. Leonard.....	Vehicle.....	3 & 6	9 months...	600	00
Delhi and Port Rowan.....	Colridge & Stitwell...	Horse or vehicle...	3	9 do.....	588	75
Delta and Morton.....	N. White.....	do.....	3	9 do.....	67	50
Demorestville and North Port.....	E. R. Nixon.....	do.....	6	9 do.....	90	00
Denison's Mills and Richmond.....	J. R. Denison.....	do.....	1	9 do.....	37	50
Denison and Mountain Grove.....	E. L. Godfrey.....	do.....	1	9 do.....	82	50
Denmark and Fergus.....	W. Smeltzer.....	On foot or h'seb'k	1	9 do.....	30	00
Derby Line and Stanstead.....	C. S. Channell.....	Vehicle.....	6	9 do.....	46	50
Dereham and Paris Station.....	H. Ryder.....	do.....	6	9 do.....	989	25
Devizes and Elginfield.....	W. Young.....	Not specified.....	1	9 do.....	22	50
Dexter and Port Stanley.....	W. Cellier.....	Horse or vehicle..	2	9 do.....	37	50
Dickinson's Landing, Woodlands and Oznabruck Centre.....	W. Hoopole.....	do.....	3 & 6	2 do.....	20	00
Dickinson's Landing, Farran's Point, &c.....	W. H. Stoneburn.....	do.....	3 & 6	3 do.....	36	00
Dingle and Grey.....	L. McNiel.....	On h'seb'k or otherwise, as requ.	2	3 do.....	23	50
Domaine de Gentilly and Gentilly..	T. Lafleche.....	In a vehicle.....	2	1 do.....	4	33
Donegal and Newry.....	J. R. Foster.....	Horse or vehicle..	3	9 do.....	45	00
Douglas and Eganville.....	R. Mills.....	do.....	3	9 do.....	105	00
Douglas and Kenfrew.....	B. Jurdine.....	do.....	3	9 do.....	93	00
Drayton and Elora.....	J. Clarke.....	In a vehicle.....	6	9 do.....	336	00
Drayton and Treacastle.....	I. W. McKague.....	Horse or vehicle..	3	9 do.....	111	00
Dromore and Orelard.....	A. Taylor.....	do.....	1	9 do.....	35	00
Drumbo and New Hamburg.....	J. Hazell.....	do.....	6	9 do.....	495	00
Drummondville and La Baie du Fèbvre.....	L. Quesont.....	In a vehicle.....	3	9 do.....	190	50
Drummondville and Melbourne.....	W. Skillen.....	Vehicle.....	6	9 do.....	351	00
Drummondville and St. Guillaume..	P. Lamotte.....	Horse or vehicle..	2	9 do.....	71	25
Dufferin and Indiana.....	H. Martin.....	On h'seb'k or otherwise, as requ.	2	7 do.....	35	00
Dunany and Lachute.....	W. Smith.....	Vehicle.....	2	9 do.....	39	00
Dunany and Shrewsbury.....	J. Chambers.....	Horse or vehicle..	1	9 do.....	18	75
Dundas and Millgrove.....	A. B. Palmer.....	do.....	2	9 do.....	60	00
Dundas and Sheffield.....	A. A. Van Every.....	Vehicle.....	6	9 do.....	260	25
Dunham and East Dunham.....	L. Call.....	do.....	1	9 do.....	18	75
Dunkeld and Inverhuron.....	R. McLean.....	Horse or vehicle..	1	9 do.....	81	00
Dunville and Port Dover.....	R. McNeal.....	Vehicle.....	3	9 do.....	355	11
Dunnville and Port Maitland.....	W. McCartney or Excatrix	Horse or vehicle..	3	9 do.....	69	75
Dunsford and Onemee (via Doneyville).....	R. Grandy.....	do.....	2	9 do.....	105	00
East Arthabaska and Stanfold.....	P. Juneau.....	do.....	3	9 do.....	63	22
East Frampton and Ste. Claire.....	J. Kennedy.....	do.....	3	6 do.....	62	00
East Frampton and Ste. Claire.....	F. Lamontagne.....	do.....	3	3 do.....	29	00
East Frampton and Standon.....	J. Nicholson.....	Vehicle.....	1	9 do.....	27	00
East Templeton and Templeton.....	L. Dunning.....	do.....	2	Season of '63 and '64.....	40	00
Eden Mills and Guelph.....	W. Watton.....	Horse or vehicle..	6	9 months.....	232	50
Edgecombe and Poole.....	D. Matthews.....	On horseback.....	3	3 do.....	30	00
Edgecombe and Poole.....	Christian Galke.....	do.....	3	6 do.....	37	50
Edmonton and Mayfield.....	J. Collingbourne.....	Horse or vehicle..	3	9 do.....	55	50
Eganville and Lake Doré.....	R. King.....	Horse'k or otherwise	2	9 do.....	35	25
Elder and Rosemont.....	C. Conn.....	Not specified.....	1	1 do.....	4	16
Elizabethville and Port Hope.....	W. Monahan.....	Horse or vehicle..	3	6 do.....	95	00
Elizabethville and Port Hope.....	Isaac Willis.....	do.....	3	3 do.....	47	50
Ellengowan and Vesta.....	B. Kidd.....	do.....	1	7 do.....	15	16
Ellengowan and Vesta.....	T. Fortune.....	do.....	1	2 do.....	4	91
Elmvale and Penetanguishene Road	W. Harvey.....	do.....	1	9 do.....	30	00
Elora and Walkerton.....	A. McLean.....	Vehicle.....	3	6 do.....	400	00
Elora and Walkerton.....	J. P. Coulson.....	do.....	3	3 do.....	200	00

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Elphin and McDonald's Corners.....	D. Wilson.....	Foot or otherwise, at option of Contractor.....	1	6 months ...	14	00
Elphin, Lanark, and McDonald's Corners.....	J. Henderson, Junr.....	Horse or vehicle.....	1 & 2	3 do	50	00
Elsinore and Sauguen	A. McLeod.....	Foot or horseback	1	9 do	27	66
Embrun and Russell.....	T. Lachapelle.....	Horseback or otherwise.....	2	9 do	28	08
Epping and St. Vincent.....	J. Benson.....	do or vehicle.....	1	9 do	68	25
Erbville and Waterloo.....	J. L. Erb.....	On foot or in a vehicle.....	1	9 do	33	75
Exeter and Farquhar	J. P. Kay.....	Horseback or otherwise.....	2	9 do	58	50
Falkenburg and Muskoka Falls.....	W. Holditch.....	Foot or horseback	1	3 do	13	00
Falkenburg and Muskoka Falls.....	R. Nichols.....	On foot, on horse-b'k, or in a vehicle.....	1	6 do	18	00
Falkenburg and Utterson	J. F. Harris.....	do	1	1 do	3	25
Farmersville and Plum Hollow.....	V. W. O. Sherman	Horseback, wagon or cutter	2	9 do	41	25
Fenaghvale and Riceville.....	R. L. Downing.....	Horse or vehicle.....	2	9 do	48	75
Fenelon Falls and Lindsay.....	J. Duncan.....	do	3	9 do	145	53
Fenelon Falls, Norland and Oakhill.....	J. Griffin.....	do	1 & 2	9 do	90	00
Fergus and Garafraxa.....	W. S. Skene.....	Option of Contractor.....	3	9 do	112	50
Fergus and Speedside.....	John Brown.....	Horse or vehicle.....	2	9 do	54	60
Feversham and Maxwell.....	Mary Sproul.....	Foot, horse or vehicle.....	2	9 do	45	00
Fingal and Morpeth.....	A. W. Caswell.....	Horse or vehicle.....	6	9 do	975	00
Fingal and St. Thomas.....	J. Partridge.....	Vehicle.....	6	9 do	285	00
Fish Creek and St. Marys.....	J. McKay.....	Horse or vehicle.....	2	9 do	71	25
Fisherville and Selkirk	Peter Last.....	Optional with Contractor.....	2	7 do	23	33
Fitzroy Harbour and Kinburn	J. Farrell.....	do	6	3 do	44	50
Fitzroy Harbour and Pakenham.....	W. Kyle.....	Horse or vehicle.....	6	6 do	99	00
Flora and West Woolwich.....	Isaac Devitt.....	do	1	9 do	28	50
Florence and Rutherford.....	J. Johnson.....	Option of Contractor.....	1	9 do	26	25
Foley and Oshawa.....	W. H. Thomas.....	Horse or vehicle.....	2	9 do	38	58
Forest and Hillsboro'.....	P. Smith.....	do	3	9 do	51	00
Forester's Falls and Osceola	J. R. Guner.....	do	3	6 do	89	00
Forfar and Harlem.....	W. Lawson.....	Horseback or otherwise.....	6	9 do	89	25
Fort William and Pembroke.....	H. Jewell.....	Horse or vehicle.....	6	9 do	367	50
Fort William and Rapides des Joachims	B. Trickey.....	Canoe or otherwise during navigation; cutter in winter.....	1	9 do	150	00
Fox River and Grande Grève.....	J. B. Thivierge.....	Foot, horse or vehicle.....	2	9 do	135	00
Fox River and Ste. Anne des Monts.....	J. B. Sasseville.....	Foot.....	1	9 do	440	00
Frampton, Ste. Hénédine and Ste. Claire Bridge.....	J. Devereux.....	Vehicle.....	3 & 6	9 do	174	99
Frankford and Trenton.....	S. & H. Golding.....	Horse or vehicle.....	6	9 do	150	00
Franklin and Frelighsburg.....	A. Pickle.....	do	6	9 do	150	00
Franklin and Mount Moreb.....	J. Craig.....	do	2	9 do	36	75
Frankville and Irish Creek Station.....	P. Dillabough.....	Stage or otherwise.....	6	9 do	168	75
Frelighsburg and Philippsburg.....	R. W. Morgan.....	Horse or vehicle.....	2	9 do	78	00
Frelighsburg and Sweetburg.....	A. Pickle.....	Vehicle.....	6	9 do	75	00
Frelighsburg and West Farnham.....	A. Pickle.....	do	6	9 do	393	75
Frogmore and Sheridan	B. Anderson.....	do	3	7 do	17	50
Fulford and Waterloo.....	J. Lang.....	do	2	8 do	26	66
Galt and Paris Station.....	T. Colwell.....	do	6	9 do	551	25

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Gananoque and Pittserry.....	D. Root.....	Horse or vehicle..	2	9 months.....	75	00
Garneau and St. Aubert.....	C. Bourgeault.....	Vehicle.....	1	9 do.....	60	00
Garthby and Ham.....	E. Grenier.....	do.....	1	9 do.....	60	00
Gaspé Basin and Grande Grève..	J. Savidant.....	Boat in summer, foot or vehicle in winter.....	2	9 do.....	120	00
Gaspé Basin and Percé.....	J. P. Moriarty.....	Horse or vehicle..	2	6 do.....	280	00
Gaspé Basin and Percé.....	G. S. Coffin.....	do.....	2	3 do.....	120	00
Gaspé Basin and Sandy Beach....	J. Howell.....	.....	.....	1 trip.....	1	25
Georgetown and Glen William....	W. Alexander.....	Horse or vehicle..	6	9 months.....	60	00
Georgetown and Milton.....	J. Wallace.....	Vehicle.....	6	9 do.....	217	50
Georgetown and Reading.....	J. Wallace.....	do.....	6	9 do.....	296	25
Georgeville and Knowlton Landing.	G. W. Fogg.....	do.....	6	5 do.....	65	50
Georgeville and Magog.....	W. F. Ramsay.....	do.....	6	1 do.....	20	00
Georgeville and Magog.....	A. Finch.....	do.....	6	4 do.....	80	00
Georgeville and Magoon's Point..	J. G. Christie.....	Horseback or in a vehicle.....	2	2 do.....	8	66
Georgeville and Stanstead.....	J. F. Bullock.....	Vehicle.....	3	9 do.....	92	50
Georgina and Pefferlaw.....	W. Earl.....	Horse or vehicle..	3	On acct. of season '63..	50	00
Gifford and Rainham.....	B. M. Gifford.....	Optional with Contractor.....	3	7 months.....	14	58
Gilbert's Mills and Picton.....	D. Gilbert.....	Horse or vehicle..	1	9 do.....	39	00
Glanmire and Madoc.....	L. Moon.....	do.....	2	9 do.....	225	00
Glanmire and York River.....	Isaac Stimers.....	Option of Con- tractor.....	1	9 do.....	96	00
Glascott and Glenelg.....	R. English.....	On foot or in a vehicle.....	1	9 do.....	22	50
Glastonbury and Kaladar.....	G. H. Comer.....	Option of Con- tractor.....	1	9 do.....	19	50.
Glenallan, Shipley and Hollen....	J. C. Kidd.....	Horse or vehicle..	3	5 do.....	229	16
Glenallan, Shipley and Drayton....	J. C. Kidd.....	do.....	3	4 do.....	191	66
Glenceo and Kilmartin.....	D. McKellar.....	do.....	2	9 do.....	33	75
Glenceo and Strathburn.....	J. Smith.....	Option of Con- tractor.....	3	9 do.....	26	25
Glenelg and Scone.....	A. McEachern.....	Horse or vehicle..	1	9 do.....	37	50
Goderich and Kincardine.....	Geo. Hobson.....	Vehicle.....	6	1 mo. 20 dys..	138	59
Goderich and Kincardine.....	N. Doyle.....	do.....	6	2 mos. 10 dys.	304	00
Goderich and Kincardine.....	E. Woodbury.....	do.....	6	2 months.....	162	50
Goderich and Kincardine.....	M. C. Cameron.....	do.....	6	3 do.....	243	75
Goderich and Kinloss.....	Geo. Hobson.....	Horse or vehicle..	3	9 do.....	375	00
Goodwood and Stouffville.....	W. McGill.....	do.....	2	6 do.....	29	86
Goodwood and Stouffville.....	R. Brownlee.....	do.....	2	3 do.....	9	75
Gore's Landing and Harwood.....	R. Drope.....	do.....	2	9 do.....	39	00
Gormley and Richmond Hill.....	D. Steckley.....	do.....	2	9 do.....	86	25
Gosport and Napane.....	D. P. Bogart.....	do.....	1	9 do.....	45	00
Grafton and Vernonville.....	P. Ormiston.....	do.....	2	9 do.....	58	50
Grafton and Wicklow.....	C. Winter.....	Option of Con- tractor.....	3	6 do.....	27	30
Grafton and Wicklow.....	C. E. Ewing.....	do.....	3	3 do.....	13	65
Granby and Roxton Falls.....	D. Lagarde.....	Vehicle.....	2	5 do.....	56	05
Granby and St. Hyacinthe.....	J. Picard.....	do.....	6	6 months (less fine)	268	00
Granby and St. Pie.....	L. Oclair.....	do.....	6	3 months.....	87	50
Granby and Savage's Mills.....	J. W. Vipond.....	In a vehicle.....	2	3 do.....	25	00
Granby and Shefford Mountain....	D. R. Savage.....	Horse or vehicle..	2	6 do.....	26	00
Granby and Sweetsburg.....	A. Pickle.....	Vehicle.....	3	9 do.....	125	00
Grande Baie and L'Anse St. Jean..	L. E. Otis.....	Boat or otherwise fort- n'tly.....	.....	9 do.....	75	00
Green River and St. Antonin.....	George April.....	On foot, horse- back, or in a vehicle.....	2	1 do.....	1	66

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Green River and Viger.....	Geo. April.....	On horseback or in a vehicle.....	2	1 month.....	6	66
Grenville and Harrington East.....	D. B. Campbell.....	Horse or vehicle.....	1	9 months.....	60	00
Grenville and Hawkesbury Village.....	G. Bergeron.....	Ferry.....	6	2 do.....	39	00
Grenville and Pointe au Chêne.....	A. Cameron.....	Not specified.....	2	4 do.....	36	00
Grenville, Steamer and R.R. Station.....	E. Pridham.....	do.....	7	do.....	28	00
Gresham and Malta.....	W. Macfarlane.....	On foot, horseb'k, or in a vehicle.....	1	9 do.....	30	00
Grey and Morrisdale, &c.....	D. Scott.....	Option of Contractor.....	2	6 do.....	79	10
Griffith and Opeouge Road.....	W. B. Aird.....	Not specified.....	1	9 do.....	52	50
Crimbsy and St. Ann's, &c.....	Isaac Wardell.....	Vehicle.....	3 & 6	9 do.....	330	00
Guelph and Hamilton.....	E. Kenney.....	do.....	6	9 do.....	843	75
Guelph and Ospringe.....	A. Irwin.....	On horseback or in a vehicle.....	3	5 do.....	62	50
Guelph and Ospringe.....	D. Cargill.....	do.....	3	4 do.....	46	66
Guelph, Elora, Fergus and Owen Sound.....	Langdon, Jones and Coulson.....	Vehicle.....	6	9 do.....	2009	25
Halloway and Moira.....	B. Henry.....	Horse or vehicle.....	3	3 do.....	19	50
Hall's Bridge and Peterboro'.....	John Hall.....	Option of Contractor.....	1	9 do.....	75	00
Hamilton and Mount Albion.....	J. R. Cook, Administrator.....	Horse or vehicle.....	3	9 do.....	87	75
Hamilton and Port Dover.....	W. Richardson.....	Vehicle.....	6	9 do.....	408	75
Hamilton and Stoney Creek.....	A. G. Jones.....	Horseb'k or otherwise, as required.....	6	9 do.....	171	00
Hannon and Ryckman's Corners.....	J. Hannon.....	Option of Contractor.....	2	9 do.....	39	00
Harrington and Lakeside.....	J. McLeod.....	do.....	3	9 do.....	38	75
Harrisburg and St. George, &c.....	O. A. Spoor.....	Horseb'k or otherwise, as required.....	2 & 6	2 do.....	33	33
Harrisburg and St. George, &c.....	C. VanEvery.....	In a vehicle.....	3 & 6	7 do.....	107	92
Harrowsmith and Kingston.....	S. McVim.....	Option of Contractor.....	3	9 do (less fine).....	99	25
Harrowsmith and Westport.....	D. Wood.....	Horse or vehicle.....	1	9 months.....	120	00
Hartford and Waterford.....	T. Rock.....	Option of Contractor.....	3	9 do.....	105	00
Hartman and Pine Orchard.....	D. Terry.....	Not specified.....	2	8 do.....	16	66
Havelock and Norwood.....	J. B. Pearce.....	Horse or vehicle.....	2	6 do.....	30	00
Hawkstone and Oro.....	W. Hodges.....	do.....	3	5 do.....	51	71
Hawksville and Macton.....	J. McCormick.....	Foot, horse or vehicle.....	2	9 do.....	39	00
Hawksville and St. Jacobs.....	D. Petch.....	Horse or vehicle.....	3	5 do.....	41	66
Heathcote and Thornbury.....	W. Fleming.....	do.....	2	9 do.....	74	10
Heckston and Kemptville.....	H. Murd.....	do.....	3	9 do.....	96	75
Henry and L'Orignal.....	C. Flynn.....	Option of Contractor.....	3	9 do.....	46	80
Henryville and Venice.....	J. Lewis.....	In a vehicle.....	2	4 do.....	13	33
Hereford and Canaan, U. S.....	A. H. Workman.....	Not specified.....	1	12 do.....	7	50
Hereford and Sawyerville.....	J. Cairns.....	Horse or vehicle.....	1	9 do.....	86	25
Hiawatha and Keene.....	Geo. Evans.....	do.....	1	9 do.....	39	00
Hillsburg and Mimosa.....	E. Mooney.....	Not specified.....	1	9 do.....	19	02
Hoath Head and Owen Sound.....	R. Hoath.....	Horse or vehicle.....	1	9 do.....	39	00
Holcomb and Norwood.....	J. B. Pearce.....	Not specified.....	2	3 do.....	25	00
Holmesville and Porter's Hill.....	R. Porter.....	Horseback or otherwise.....	1	9 do.....	26	25
Holstein and Mount Forest.....	J. Main.....	Foot, horseback, or vehicle.....	1	7 do.....	14	00
Holstein and Mount Forest.....	S. Seaman.....	do.....	1	2 do.....	4	16
Holyrood and Ripley.....	T. Harris.....	Option of Contractor.....	2	9 do.....	28	50
Horning's Mills and Singhampton.....	Geo. Riddell.....	Horse or vehicle.....	1	9 do.....	48	53

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Howe Island and Pittserry.....	R. Urquhart.....	On ft or oth'wise..	1	9 months ...	22	50
Howick and North Georgetown.....	B. Vannier.....	Not specified	3	9 do	29	25
Hunsdon and Tottenham.....	F. Prest.....	Foot, horse or vehicle.....	2	6 do	13	00
Hunsdon and Tottenham, <i>via</i> Tuam.....	F. Prest.....	do	3	3 do	14	50
Hunterstown and Rivière du Loup, <i>via</i> St. Léon and St. Paulin.....	W. Parker.....	Vehicle.....	6	9 do	234	00
Huntingdon, Laguerre and St. Anicet.....	P. W. Higgins.....	Horse or vehicle	3	9 do	74	61
Huntingdon and Manningville, <i>via</i> Athelstan.....	R. & A. Rowe.....	Vehicle	2	9 do	108	75
Huntingdon and Port Burwell.....	S. Percy.....	do	2 & 4	9 do	75	00
Huntingville and Lennoxville.....	J. R. Moy.....	Horse or vehicle	6	9 do	75	00
Ingersoll and Lakeside.....	E. Doty.....	Vehicle.....	3	9 do	209	25
Ingersoll and Port Burwell.....	E. Doty.....	do	6	9 do	521	25
Inkermann and Iroquois.....	M. Ault.....	do	3	9 do	138	75
Innerkip and Woodstock.....	A. Z. Brown.....	Horse or vehicle..	3	9 do	60	00
Innisfil and Lefroy.....	B. Ross.....	do	3	9 do	117	00
Innisville and Perth.....	J. Patterson.....	do	3	9 do	141	00
Inverary and Kingston.....	R. Osborne.....	do	3	9 do	115	50
Inverburon and Tiverton.....	J. McNaughton.....	Not specified	1	9 do	21	00
Inverness and Leeds.....	J. Rockingham.....	Horse or vehicle..	3	9 do	112	50
Inverness and Ste. Julie de Somerset.....	W. Gardiner.....	do	6	9 do	127	50
Irish Creek Station and Merrickville.....	J. D. Stark.....	Stage or otherwise	6	9 do	108	75
Iron Hill and Sweetsburg.....	Wm. Moffit.....	Horse or vehicle..	1	9 do	13	50
Isle aux Coudres and St. Paul's Bay.....	A. Dufour.....	Ferry.....	1	3 do	25	00
Isle aux Coudres and St. Paul's Bay.....	J. Dufour.....	do	1	6 do	60	00
Isle aux Grues and Montmagny.....	C. Le Roy.....	do	1	6 do	60	00
Isle aux Noix and Stottville.....	D. Stott, or Attorney..	do	6	3 do	58	68
Isle aux Noix and Stottville.....	W. Durland.....	In a vehicle and scow	6	1 do	13	00
Isle aux Noix and Stottville.....	L. C. Régnier, fils.....	do	6	5 do	48	10
Isle Perrot and St. Ann's.....	J. E. Ricard.....	Ferry.....	3	9 do	60	00
Isle Verte and St. Eloi.....	C. Thériault.....	Horse or vehicle..	3	9 do	51	00
Johnson and Owen Sound.....	W. Johnstone.....	Option of Contractor.....	2	9 do	71	25
Joliette (late Industry) and L'Assomption.....	J. Couin.....	Vehicle.....	6	9 do (less fine.).....	220	00
Joliette (late Industry) and Ste. Elizabeth.....	J. Couin.....	do	3	9 do	90	00
Joliette (late Industry) and St. Thomas.....	L. Voligny.....	Horse or vehicle..	3	9 do	45	00
Jordan and North Pelham.....	J. A. McQueen.....	do	1	9 do	36	00
Katesville and Strathroy.....	W. McClatchey.....	do	3	9 do	22	50
Keenansville and Mono Mills.....	W. Armstrong.....	do	3	2 do	32	83
Keene and Norwood.....	W. Richardson.....	do	3	9 do	180	00
Keene and Peterboro'.....	J. Gall.....	Vehicle.....	6	9 do	292	50
Kelvin and Scotland.....	J. S. Crane.....	Horse or vehicle..	3	9 do	55	50
Kemptville and Merrickville.....	J. Armstrong.....	Vehicle.....	6	9 do	165	00
Kerrwood and Napier.....	S. Blackstock.....	Horseb'k or otherwise, as required.	6	9 do	96	75
Kertch and Wyoming.....	J. Oxenham.....	Horse or vehicle..	3	9 do	63	00
Kildare and St. Alphonse.....	L. Corcoran.....	Vehicle.....	2	9 do	60	00
Kilkenny and New Glasgow.....	A. Mathieu.....	Not specified	2	9 do	56	25
Killarney and Manitowaning.....	S. T. Thebo.....	Boat.....	as reqd.	6 trips.....	36	00
Killarney and Manitowaning.....	C. de Lamorandière..	In a boat.....	do	2 do	9	00
Killarney and Sault Ste. Marie.....	J. Carney.....	do	do	1 do	15	00
Killarney, Manitowaning and Sault Ste. Marie.....	J. McNab.....	do	do	1 do	10	00
Kilmarnock and Smith's Falls.....	A. Baker, Junr.....	Horse or vehicle..	2	9 months.....	54	00
Kincardine and Lisburn.....	S. B. Osborn.....	Ft, horse or vehi.	1	9 do	18	75
Kincardine and Reekie.....	W. Reekie.....	Horse or vehicle..	2	9 do	52	50
Kincardine and Saugeen.....	R. Reed, Attorney.....	do	2	9 do	336	00

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.
King and Nobleton	J. Willer	Horseback	3 & 6	9 months ...	\$ 141 66
King and Oak Ridges.....	J. McDonald.....	Horse or vehicle..	6	9 do	112 50
Kingston and Cape Vincent, U.S....	P. D. Bennett	Ferry or sleigh ...	6 & 7	6 do (less fine, sum. '63)	277 50
Kingston and Cape Vincent, U.S....	Geo. Dawson.....	do	6 & 7	3 months ..	109 75
Kingston and Loughboro'	J. Hayden	Vehicle.....	6	3 do	25 00
Kingston and Loughboro'	W. Mace	do	6	5 do	41 66
Kingston and Loughboro'	G. Mink	do	6	1 do	11 25
Kingston and Morton	S. Chase	do	3	9 do	285 00
Kingston and Newburgh	G. Madden	do	6	9 do	135 00
Kingston and Portsmouth	G. Mink	Foot or otherwise.	12	9 do	78 75
Kingston Road and Strangford.....	Isaac Blain.....	Not specified.....	2	9 do	37 50
Kinkora and Sebringville	J. Moriarty	Horseb'k or otherwise	2	9 do	60 00
Kirkfield and Woodville.....	A. S. Campbell.....	On horseback or in a vehicle.....	3	5 do	73 33
Kirkton and St. Mary's.....	W. Currie	Horse or vehicle..	3	6 do	75 00
Kirkton and St. Mary's.....	Eli Birteh.....	do	3	3 do	36 75
Kirkton and Winchelsea	A. Smith	Optional with Contractor.....	2	7 do	12 83
Kirkwall and Rockton.....	J. T. Smith.....	Horse or vehicle..	3	6 do	70 00
Kirkwall and Rockton.....	E. Moore	do	3	3 do	22 50
Klineburg and Weston	Geo. Taylor.....	do	6	9 do	164 25
Knowlton, South Potton and Waterloo	J. McMannis.....	do	3 & 6	9 do	536 25
Knowlton and West Farnham, serving Brome.....	A. Pickle.....	Vehicle.....	6	9 do	488 27
La Baie and Sorel	T. Vigneau	do	3	12 do	273 00
La Baie and Three Rivers	A. Beauchemin	Horse or vehicle..	6	9 do	345 00
La Beauce and St. Bernard.....	E. Landril	do	1	9 do	30 00
L'Acadie and St. Jacques le Mineur	J. O. Poirier	do	3	9 do	42 00
Laehenaie and Terrebonne.....	J. O. Laurier	Vehicle.....	3	9 do	27 00
Lachute and Lakefield.....	G. Rogers	Horse or vehicle..	2	9 do	54 60
Lachine and Montreal.....	F. Caisse	do	1	1 trip	1 50
Lafontaine and Pentanguishene..	C. Moreau	Not specified.....	1	9 months ..	30 00
Laggan and McPhie's Inn, Lochiel Road	D. Cattanaeh.....	do	3	9 do	36 00
Laggan and Skye, <i>via</i> Dunvegan...	J. R. McKenzie.....	do	1	9 do	33 75
Lake Aymer and Stornoway.....	F. Legendre.....	do	1	9 do	30 00
Lakefield and Mille Isles	J. Pollock	On horseb'ck or in a vehicle.....	2	9 do	37 50
Lake Megantic and Stornoway.....	J. Macdonald	In a vehicle.....	1	7 do	35 00
L'Amaroux and Thornhill.....	J. Taylor	Horse or vehicle..	2	9 do	56 25
Lambton and St. Francois.....	J. St. Pierre	do	3	9 do	337 50
Lambton and Stornoway.....	E. Bélanger.....	Not specified.....	1	9 do	27 00
Lanark and McDonald's Corners..	W. Pardon	Horse or vehicle..	3	6 do	64 00
Lanark and Perth.....	J. Laurie, Junr.....	Stage or otherwise	6	9 do	132 00
Lanark and Playfair	J. Avery	Option of Contractor.....	2	7 do	32 08
Lanark and Rosetta.....	J. Dods.....	Horseback or otherwise	2	9 do	84 00
Lancaster and Martintown.....	J. McCallum.....	Optional with Contractor.....	6	9 do	174 25
Lancaster and Summerstown.....	D. Ross.....	Horse or vehicle..	3	9 do	58 50
Langside and Lucknow	P. Reid.....	Option of Contractor	2	9 do	66 75
Lansdown and Mount Webster.....	R. Webster.....	Horse or vehicle..	1	9 do	43 75
L'Anse à Giles and L'Islet.....	C. B. Larue.....	do	3	3 do	15 00
L'Anse à Giles and L'Islet.....	J. O. Bélanger.....	do	3	6 do	17 50
La Pigeonnière and St. Edouard...	M. Roy	Vehicle.....	3	9 do	45 00
Laprairie, St. Philippe and St. Constant.....	C. LeRoi	Horse or vehicle..	3	3 do	45 00
Laprairie, St. Philippe and St. Constant.....	P. H. St. Hilaire.....	do	3	6 do	87 50

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.
					\$ cts.
La Présentation and St. Hyacinthe.	N. Bergeron.....	Vehicle.....	2	9 months.....	39 00
Largie and Wallacetown.....	A. Rose.....	On horseback or otherwise	1	9 do.....	26 25
Larochele and Ste. Sophie.....	J. Poulin.....	Not specified.....	1	2 do.....	6 99
L'Assomption and St. Jacques l'Acadigian.....	J. Guilbault.....	Horse or vehicle..	3	9 do.....	120 00
L'Assomption and Ste. Julienne	M. Perrault.....	Vehicle.....	3	9 do.....	144 00
Laurel and Grangeville.....	W. Richardson.....	Horse or vehicle..	1	9 do.....	29 25
Laval and Quebec.....	J. Keough.....	do.....	2	9 do.....	114 00
Lawrenceville and North Stukely	J. Gendron.....	do.....	3	4 do.....	26 00
Lawrenceville and North Stukely	L. Messier.....	do.....	3	5 do.....	31 20
Leeds and New Ireland, via Kin-near's Mills.....	J. Hough.....	do.....	1	9 do.....	72 00
Leeds and West Broughton.....	J. St. Hilaire.....	do.....	3	9 do.....	75 00
Les Eboulemens and Settrington	C. Chouinard.....	do.....	1	9 do.....	24 00
Leskard, Orono and Newcastle	F. J. Martin.....	do.....	3 & 6	9 do.....	178 32
Lévis and New Liverpool.....	P. Cauchon.....	do.....	6	9 do.....	105 63
Lévis and Quebec.....	H. Martin.....	do.....	12	9 do.....	210 00
Lévis and St. Michel.....	H. Martin.....	do.....	6	9 do.....	225 00
Lévis and Three Rivers.....	M. Gauvin, Scur.....	do.....	3	9 do.....	933 75
Lévis and Sub-Office on the Hill	F. Bertrand.....	do.....	12	9 do.....	37 50
Lime Lake and Roblin.....	J. Jarmin.....	do.....	1	9 do.....	27 00
Lindsay and Manilla.....	G. Craudell.....	do.....	6	9 do.....	251 25
Linton and Lloydtown.....	M. Wood.....	do.....	2	9 do.....	36 00
Linwood and St. Jacobs.....	D. Petch.....	do.....	3 & 6	9 do.....	199 99
Lisadel and Shipley.....	A. Mitchell.....	do.....	3	9 do.....	150 00
Lisadel and Wroxeter.....	J. Lyle.....	do.....	3	9 do.....	75 00
L'Islet and St. Cyrille.....	J. B. Cloutier.....	do.....	2	9 do.....	45 99
Listowell and Mitchell.....	J. Hicks.....	Vehicle.....	6	9 do.....	412 50
Listowell and Motesworth.....	J. Mitchell, Attorney.	Option of Contractor.....	3	9 do.....	93 75
Listowell and Shipley.....	W. Gibson.....	Horse or vehicle..	3	9 do.....	90 00
Little Rideau and Point Fortune	J. Little.....	do.....	3	4 mos. 6 days	38 50
Logierait and Sarnia.....	D. Hossie.....	Not specified.....	1	2 months.....	6 50
London and Port Sarnia.....	G. W. Kiely (late Contractor)	do.....	3	do.....	440 00
London and St. Ives.....	T. Howard.....	Horseback or otherwise, as required.....	1	9 do.....	78 00
London and Telfer.....	A. Telfer.....	On horseback.....	1	5 do.....	1 66
London and Williams.....	E. Jennings and J. Brown, Executors	Horse or vehicle..	3	6 do.....	160 00
London and Williams.....	H. Moyer.....	do.....	3	3 do.....	78 00
Longueuil and Montreal.....	P. Lesgrance.....	Ferry or vehicle..	6	9 do.....	75 00
Lonsdale and Napanee.....	M. C. Whitcomb.....	Horse or vehicle..	2	9 do.....	117 00
L'Original and Steamboat Landing	T. W. Lee.....	On foot or in a vehicle, at option of Contractor...	12	Summer seas. '63, & 2 m'hs. 6 days '64...	49 00
Lorraine and Orangeville.....	Geo. Taylor.....	Horse or vehicle..	1	9 months.....	64 50
Lotbinière and Rivière Bois Clair	L. G. Boucher.....	do.....	2	9 do.....	36 00
Loughboro' and Wilmur.....	P. W. Freeman.....	do.....	1	9 do.....	19 50
Lucknow and Verdun.....	J. Colling.....	Not specified.....	1	2 do.....	4 33
Lurgan and Pine River.....	A. Morton.....	Optional with Contractor.....	3	9 do.....	60 00
Luther and Reading.....	S. Stuckey.....	Horse or vehicle..	1	9 do.....	48 00
McDonald's Corners and North Lancaster.....	J. C. Masson.....	do.....	6	9 do.....	52 50
McDonald's Corners and St. Raphael	J. C. Masson.....	Optional with Contractor.....	6	9 do.....	36 50
McGillivray and West McGillivray	W. Williams.....	On horseback or otherwise, as required.....	2	9 do.....	51 7

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Convoynance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
McIntyre and Gravelled Road.....	A. McIntyre	Not specified.....	2	8 months ...	12	86
Magdalen Islands, Percé and Pictou	W. Johnston.....	Schooner	4	do	480	00
Magog and Sherbrooke.....	W. Paige	Vehicle.....	6	9 do	225	00
Malskoff and North Gower	J. McEwan.....	Horse or vehicle.....	1	9 do	15	00
Mallorytown and Rockport.....	E. Nalty.....	do	3	9 do	120	00
Malone and Marmora.....	G. Richardson.....	On horseback or otherwise, at option of Contractor	1	9 do	27	00
Malton and Mono Mills.....	D. McCallum.....	Vehicle	6	9 do	338	50
Malton and Mount Charles.....	G. Taylor.....	Horseback, foot or vehicle	2	9 do .....			36	00
Malton and Richview.....	T. Traynor.....	Horse or vehicle.....	6	9 do	58	50
Manchester and Utica.....	C. Edgar.....	do	3	9 do	37	11
Manchester and Vroomantou.....	J. Speiran.....	do	3	9 do	129	00
Mandamin and Oban.....	W. Carrick.....	Opt. with Contrac. Vehicle.....	3	6 do	30	00
Manilla and Osbawa.....	W. Coultard.....	Horseback or vehicle	6	9 do	150	00
Manilla and Woodville.....	W. Coultard.....	Vehicle	6	9 do	412	50
Manningville and St. Rémi.....	E. Lanctot.....	Horse or vehicle.....	1	9 do	30	00
Mansfield and Mulmur.....	J. Little.....	Vehicle	1	6 do	10	00
Maple Leaf and Sawyerville.....	P. Brown.....	On horseback.....	2	9 do	30	00
Mapleton and Orwell.....	W. Paige.....	Vehicle	3	9 do	255	00
Marbleton and Sherbrooke.....	W. Paige.....	do	3	9 do	69	00
Marbleton and Weedon.....	W. Boucher.....	Horse or vehicle.....	3	3 do	20	00
March and South March.....	G. W. Monk.....	do	3	6 do	50	00
March and South March.....	E. Crown.....	do	3	9 do	198	75
Markham and Thornhill.....	T. Middaugh.....	Vehicle.....	6	9 do	356	25
Markham and Whitby.....	W. Robitaille.....	Horse or vehicle.....	1 & 3	9 do	58	33
Marlow and St. George.....	W. McWilliams.....	In a stage or otherwise	5	9 do	135	00
Marmora and Stirling.....	A. Mains.....	On foot or on horseback.....	6	9 do	78	00
Marshville and Wainfleet Centre.....	P. Lauzon	Horse or vehicle.....	3	9 do	63	00
Masceuche and Terrebonne.....	E. Trompe.....	In a vehicle.....	1	9 do	39	00
Masham and Wakefield.....	L. St. Antoine.....	Vehicle.....	3	9 do	37	50
Maskinongé and St. Justin.....	A. Barville.....	do	3	9 do	292	50
Matane and St. Anne des Monts.....	L. Roy.....	Horse or vehicle.....	2	3 do	100	00
Matane and St. Anne des Monts.....	C. Bernier.....	do	2	6 do	300	00
Mattawa and Rapides des Jochims.....	J. Dangs.....	By canoe in summer, and sleigh in winter.....	1	1 do	34	67
Maynooth and Purdy.....	W. Lake.....	do	1	1 do	6	66
Maynooth and York River	P. Moran.....	do	fort- nly, and we'k ly.....	9 do	42	25
Medonte and Pentanguishene Road	T. Milliken.....	Horse or vehicle.....	2	9 do	66	00
Melbourne and Waterloo.....	E. Lawronce.....	Vehicle	3	9 do	345	00
Metabecheonan and Roberval.....	P. Paradis, Junr.....	Not specified	1	9 do	54	00
Métis and Rivière du Loup (via Father Point, from 1st May).....	A. Pelletier.....	Vehicle	6	9 do	1124	43
Millford and Pictou.....	W. H. Ackerman	Horse or vehicle.....	3	9 do	71	25
Millbrook and Mount Pleasant.....	R. Jones.....	do	6	6 do	73	50
Millbrook and Mount Pleasant.....	J. Sloan.....	do	6	3 do	36	75
Mille Vaches and Tadousac.....	W. Manning.....	On foot or in a canoe	1	9 do	195	00
Milliken and Unionville.....	W. Gervett.....	Horse or vehicle.....	2	9 do	30	00
Milton and St. Valérien.....	D. J. B. Veronneau.....	do	2	9 do	36	00
Milton and Scotch Block.....	T. Hume.....	do	3	9 do	105	30
Mitchell and St. Mary's.....	J. W. Carroll.....	On horseback or otherwise, as req.	3	9 do	262	50

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Moirs and Plainfield.....	B. Henry.....	Horse or vehicle..	3	6 months.....	30 00
Monymore and Roslin	J. Harigan.....	do	1	9 do	22 50
Mongenis and Mount Osear	H. R. McDonald	do	3	9 do	37 50
Mono Mills and Orangeville.....	W. Armstrong.....	Horseback or vehicle	2	9 do	45 00
Montreal and New Glasgow.....	M. Muir.....	Vehicle	6	7 do	443 33
Montreal and New Glasgow.....	M. Tindale.....	do	6	2 do	150 00
Montreal and Pointe Claire.....	T. Duchesneau.....	do	1	trip.....	8 00
Montreal and Quebec.....	M. Gauvin, S ^{enr}	do	6	9 months. (less fines).....	3505 75
Montreal and St. Eustache.....	V. Lannay.....	Vehicle	6	4 months.....	286 66
Montreal and St. Jérôme.....	P. Labelle.....	do	6	9 do	438 75
Montreal and St. Rémi.....	C. Strathers.....	do	2	trips.....	4 00
Montreal and Letter Dépôt.....	Picault & Son.....	Vehicle	12	9 months.....	58 75
Montreal and Steamboat Landing	J. C. Chase.....	do	6	Summer season, 1863 ..	83 00
Montrose and Port Robinson.....	T. Parr.....	Horseback or otherwise, as required.....	3	9 months.....	58 50
Moore and Ossian	D. Bricban.....	Horseback	1	3 do	19 50
Murewood and Winchester.....	W. Slaver.....	Horse or vehicle..	1	9 do	18 75
Morningdale Mills and Stratford..	W. Ross.....	Vehicle	3	9 do	222 75
Morpeth and Thamesville.....	J. Ostrander.....	do	3 & 6	9 do	165 00
Morrisburg and West Winchester..	Israel Warner.....	Horse or vehicle..	3	9 do	120 00
Morton and Philipsville.....	N. White.....	do	3	9 do	67 50
Mount Brydges and Muncey.....	W. H. Musgrove, Excutor.....	do	2	9 do	45 00
Mount Johnson and St. Athanasie..	H. F. Mulary.....	In a vehicle.....	3	3 do	19 75
Mount Johnson and St. John's.....	F. Monette.....	Vehicle	3	6 do	60 00
Murray Bay and Quebec.....	H. Audette dit Lapointe	do	3	9 do	750 00
Murray Bay and Ste. Agnès.....	D. Dufour.....	do	1	9 do	30 00
Murray Bay and Tadousac.....	E. Bouleau.....	Foot, horseback or vehicle.....	1	9 do	169 50
Muskoka Falls and Orillia.....	J. Harvie.....	Horse or vehicle..	2	9 do	233 50
Musselburg and Poole.....	G. Shearer.....	By hand or otherwise	3	3 do	13 00
Musselburg and Poole.....	D. Matthews.....	do	3	6 do	17 00
Myrtle and Stouffville.....	J. McGill.....	On horseback or in a vehicle.....	6	3 do	86 25
Napanee and Peterson's Ferry, etc	M. C. Whitecomb, Attorney.....	Horse or vehicle ; boat in summer	1 & 2	9 do	104 25
Napierville and Stottville.....	E. Courville.....	Vehicle	6	3 do	39 25
Napierville and Stottville.....	J. Plante.....	do	6	6 do	78 50
Nassaggiweya & Wellington Square.	C. Hopkins.....	Stage or otherwise	6	9 do	480 00
Neustadt and Orchard.....	D. Winkler.....	Horse or vehicle..	3	9 do	187 50
New Aberdeen and Preston.....	S. Cornell.....	do	6	9 do	234 00
Newark and Norwich.....	F. Hilliker.....	Horseback or otherwise, as required	2	9 do	48 75
Newboyne and Portland.....	J. Lytle.....	Optional with Contractor	2	9 do	45 00
Newbury and Wallaceburg.....	A. Armstrong.....	Vehicle	6	9 do	612 00
Newbury and Wardsville.....	T. Robinson.....	do	12	9 do	176 25
New Carlisle and Gulf Steamers.....	M. Caldwell.....	Not specified		Season of nat., 1863 ..	30 00
New Dundee and Petersburg.....	P. Ernst.....	Vehicle	3	9 months.....	105 00
New Hamburg and Wellisley.....	G. Morley.....	do	6	3 do	74 00
Newington and Strathglass.....	D. McKee.....	Horse or vehicle..	1	3 do	11 50
New Ireland and Somerset, via Ste. Sophie.....	J. Hough.....	Vehicle	3	9 do	180 00
New Ireland and Wolfstown.....	L. Hodgkinson.....	do	1	9 do	39 00

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864. — *Continued.*

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Newland and Sharon	H. P. Love, D. Shillinglar, and B. B. Armstrong, Executors	Stage or vehicle..	3	9 months ...	51	00
New Liverpool and St. Jean Chrysostôme	E. Legendre	Vehicle	3	9 do ...	30	00
Newmarket and Stonfville	W. McGill	Horse or vehicle..	3	9 do ...	145	86
Niagara and St. Catharines	J. Crawford	Vehicle	6	9 do ...	206	25
Niagara and Youngstown, U.S.	A. B. Clench	Ferry	6	6 do ...	30	00
Niagara and Youngtown, U.S.	R. Warren	do	6	1 do ...	6	67
Nicollet and Ste. Monique	H. Beaudry	Vehicle	3	9 do ...	49	50
Nithburg and Wellesley	R. Brown	H'seb'ck or otherwise, as requ'd.	2	9 do ...	48	00
Normandale and Vittoria	S. Swazzie	Horseback or otherwise	3	9 do ...	57	00
Normanton and Saugeen	J. Titer	Horse or vehicle..	1	9 do ...	26	25
North Augustus and Prescott	J. Wilcox	do	1	9 do ...	60	00
North Douro and Peterboro'	R. W. Shaw	do	3	9 do ...	111	00
North Ely and South Durham	W. Bartlett	Vehicle	1	6 do ...	15	00
North Gower and Osgoode Railway Station	J. McEwen	Horse or vehicle..	3	9 do ...	112	50
North Hatley and Waterville	A. J. Gordon	Vehicle	2	3 do ...	12	50
North Hatley and Waterville	J. Reilly	do	2	3 do ...	12	50
North Pelham and Port Robinson	J. A. McQueen	do	3	9 do ...	111	00
North Port and Pieton	T. C. Demill	Horse or vehicle..	3	13 days	6	18
North Wakefield and Ottawa City	W. Patterson	Vehicle	3	9 months ...	97	50
North Wakefield and River Desert	N. Atkinson	Horse or vehicle..	2	9 do ...	393	75
Norwich and Woodstock	G. Weeks	Vehicle	3 & 6	9 do ...	298	99
Norwood and South Dunmer	J. Brown	Horseback or otherwise	2	9 do ...	33	50
Oakville, Omagh and Trafalgar	J. Williams	Horse or vehicle..	3 & 6	9 do ...	187	50
Oakwood and Port Hoover	E. Lake	do	3 & 6	9 do ...	68	58
Odessa and Sharpton	R. N. Storms	do	2	9 do ...	29	62
Odessa and Yarker	G. Mink	Stage or otherwise	6	9 m'ths (less fine)	106	25
Odessa Road and Violet	D. W. Perry	Foot or otherwise..	6	9 months ...	30	00
Oil Springs and Wyoming Plank Road to Petrolea	P. Barclay	H'seb'ck or otherwise, at option of Contractor	12	9 do ...	37	50
Oil Springs and Wyoming	C. A. Farr	Horseback	6	9 do ...	187	50
Onondaga, Tuscarora, &c.	R. Atkinson	Horse or vehicle..	6 & 1	9 do ...	105	75
Orillia and Oro	W. Hodges	do	3	54 trips	95	04
Orleans and Ottawa City	T. Besserer	do	2	bal. of sum. sea. '63, & on acct. of sum. sea. '64	34	00
Ormond and Osgoode	T. Meldrum	do	3	9 months ...	87	75
Osecola and Stafford	K. Childerhose	do	2	6 do ...	36	00
Osgoode and Gloucester Railway Station	D. McLaurin	do	6	9 do ...	180	00
Osgoode and Russell	E. Ross	do	3	9 do ...	79	50
Ossian and Sarnia	D. W. Milliken	H'seb'ck or otherwise, as requ'd.	1	6 do ...	37	50
Ottawa and Pakenham	W. Boucher	Stage	6	9 do ...	825	00
Ottawa and Perth	J. Burrows	Vehicle	6	9 m'ths (less fines)	851	25
Ottawa and Templeton	J. O'Hagan	Not specified	3	9 months ...	45	00
Owen Sound and St. Vincent	J. York	Horse or vehicle..	3	bal. sea. '63	100	00
Owen Sound and Saugeen	J. P. Coulsen	Vehicle	6	9 months ...	503	25
Oxford Centre and Vandecar	D. Smith	H'seb'ck or otherwise, as requ'd.	2	9 do ...	26	25

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Pakenham and Panmure.....	J. Ring.....	Horse or vehicle..	2	9 months....	60 00
Pakenham and Renfrew.....	J. Halliday, Sr.....	Vehicle.....	6	9 do	360 00
Papineauville and St. André Avelin.....	J. A. Lévis.....	Not specified.....	3	9 do	94 40
Papineauville and Ste. Angélique.....	J. B. N. Papineau.....	do	6	110 trips....	40 70
Papineauville and Wharf.....	W. O'Brien.....	In a boat or otherwise.....	24	Season of nav., 1863.	75 00
Paris Station and Simcoe.....	C. Moore.....	Vehicle.....	6	6 months....	687 50
Paris Station and Simcoe.....	E. McIntyre and H. A. Banslaugh.....	do	6	3 do	243 75
Pembroke and Petawawa.....	C. Young.....	Horse or vehicle..	1	9 do	31 25
Pendleton and Plantagenet.....	J. M. C. DelesDerniers.....	do	3	5 do	81 25
Penetanguishene and Sault Ste. Marie.....	J. Carney.....	Foot or vehicle..	fortnly	10 trips.....	1250 00
Penville and Tecumseth.....	Geo. Taylor.....	Option of Contractor.....	3	7 months....	60 66
Perth and Rokeby.....	P. Hughes.....	Horse or vehicle..	1	9 do	67 50
Peterboro' and Warsaw.....	R. W. Shaw.....	do	2	9 do	111 75
Petersburg and St. Agatha.....	A. Kaiser.....	do	6	9 do	75 00
Peterson's Ferry and Picton.....	E. Howard.....	do	2	9 do	82 50
Petite Rivière and St. Paul's Bay.....	E. Bluteau.....	Not specified.....	1	9 do	30 00
Phillipsburg and Soixante Station.....	A. Pickle.....	Vehicle.....	6	9 do	360 00
Phillipsburg and Swanton, U.S.....	E. G. Jemison.....	Not specified.....	6	9 do	32 75
Picton and Wharf.....	J. Blanchard.....	do	12	4 months 10 days....	13 00
Point Abino and Port Robinson.....	A. Willson.....	Vehicle.....	3	9 months....	146 25
Point Abino and Sherston.....	E. Sherk.....	Option of Contractor.....	2	9 do	22 50
Pointe aux Anglais and St. Placide.....	E. Joubert.....	Vehicle.....	6	2 do	10 00
Pointe aux Anglais and Ste. Scholastique.....	B. Charlebois.....	do	6	4 months 6 days....	165 00
Pointe aux Trembles and Rivière des Prairies.....	L. Roy.....	do	3	9 months....	45 00
Pointe Claire and Ste. Geneviève.....	F. Lantier.....	Horse or vehicle..	3	9 do	58 50
Point Fortune and Steamboat Landing.....	A. St. Denis.....	Not specified.....	6	7 do	14 00
Poland and Watson's Corners.....	R. Garvin.....	Option of Contractor.....	1	9 do	19 50
Portage du Fort and Ross.....	T. Carey.....	Boat or otherwise.....	6	9 do	156 00
Port Burwell and St. Thomas.....	R. Brondage.....	Horse or vehicle..	3	3 do	112 50
Port Burwell and Simcoe.....	J. Colridge.....	Vehicle.....	6	9 do	963 75
Port Burwell and Sparta.....	R. Brondage.....	do	3	3 do	102 37
Port Burwell and Sparta.....	J. A. Eakins.....	do	3	3 do	71 75
Port Colborne and Ste. Catharines.....	K. Griffin.....	do	6	9 do	506 25
Port Credit and Streetsville.....	W. Harris.....	do	6	9 do	97 50
Port Credit and Streetsville.....	J. Trimble.....	do	6	3 do	30 60
Port Dalhousie and Ste. Catharines.....	W. Cooke.....	Stage.....	6	9 do	75 00
Port Dover and Renton.....	L. Yeager.....	Option of Contractor.....	1	9 do	19 50
Port Dover and Simcoe.....	G. Husted.....	Vehicle.....	6	9 do	213 75
Port Nelson, Wellington Square and Station.....	J. Cutler.....	Horse or vehicle..	24	9 do	235 00
Portneuf and St. Bazile.....	G. Jobin.....	Vehicle.....	2	9 do	36 00
Port Perry and Whitby.....	N. Ray, Attorney.....	do	6	9 do	108 00
Port Ryerse and Simcoe.....	J. W. McNally.....	On horseback or otherwise, as required.....	6	9 do	172 50
Prescott and Ogdensburg, U.S.....	C. Plumb.....	Ferry or vehicle, according to season.....	6	9 do	75 00
Prince Albert and Seugog.....	S. Wakeford.....	do	1	9 do	26 25

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Quebec and around the Island of Orléans.....	F. Paradis	Across the river in a boat, canoe, or sleigh, according to season; around the Island in a vehicle	2	9 months...	150	00
Quebec and St. François.....	M. Dugrenier dit Peron	Vehicle	6	9 do ...	670	78
Quebec and St. Raymond, <i>via</i> Valcartier	L. Gagnon	do	2	6 do ...	177	36
Quebec and St. Sauveur de Québec.....	J. L. Saucier	Not specified	12	9 do ...	70	50
Quebec and Spencer Cove	P. Maguire	do	12	9 do ...	176	25
Quebec and Stoneham	N. Murphy, or Executor	Horse or vehicle..	1	9 do ...	60	00
Quebec and Post Office Department.....	C. Hough	Vehicle	9	9 do ...	235	00
Quebec and Steamboat Wharf.....	W. Reynolds	do	12	Season of nav., 1863	100	00
Quebec and Valcartier.....	J. McBain	do	2	3 months....	18	75
Queenston and Lewiston, U. S.	D. Wadsworth.....	Ferry or vehicle, according to season.....	6	9 do ...	55	50
Queensville and Ravenshoe.....	J. W. Gordainer.....	do	2	9 do ...	36	66
Ravenswood and Widder Station.....	J. Rogers.....	Horseback or otherwise, as required.....	2	9 do ...	42	75
Rawdon and St. Jacques.....	G. Smiley.....	Vehicle	3	9 do ...	87	00
Repentigny and St. Paul l'Hermitte	F. Archambault	Not specified.....	6	9 do ...	45	00
Riceburg and Stanbridge East.....	M. Rice.....	do	3	9 do ...	33	00
Richmond East and Sydenham Place	J. Millington.....	Vehicle	6	9 do ...	251	58
Rigaud and Vankleekhill, seiving East Hawkesbury and St. Eugène	B. D. Flynn.....	Horse or vehicle..	6	9 do ...	255	00
Rigaud and Steamboat Landing.....	F. X. Bedard.....	Not specified.....	18	52 days	52	00
Rimouski and St. Anaclet	J. Lavoie	Vehicle	1	9 months....	18	00
Riversdale and Teeswater	J. Quinlan	Horse or vehicle..	2	9 do ...	70	50
Rivière du Loup and Edmundston, N. B.....	G. Pelletier	Vehicle	3	6 do ...	445	00
Rivière du Loup and Edmundston, N. B.....	W. R. Newcomb.....	do	3	3 do ...	467	50
Rivière du Loup and St. Modeste.....	P. Chouinard	do	2	8 do ...	40	00
Rivière du Loup and Ste. Ursule.....	L. Lupien.....	Horse or vehicle..	3	9 do ...	45	00
Robinson and Sherbrooke	W. Paige	Vehicle	6	9 do ...	300	00
Robinson and Stornoway	W. Paige	do	3	9 do ...	227	25
Rockford and Waterford	J. Greathhead.....	Not specified.....	2	9 do ...	45	00
Rodgerville and Zurich	F. Knell, or Attorney.....	Horseback or otherwise.....	2	9 do ...	78	00
Rondeau and Windsor	S. Wigle.....	Vehicle	3	9 do ...	840	00
Rouge Hill and Toronto	A. McDonald.....	do	6	9 do ...	120	00
Round Plains and Waterford	C. Merrill.....	Horseback or otherwise, as required.....	3	9 do ...	45	00
Roxton Falls and Shefford Mountain	J. A. Savage.....	Vehicle	2	4 do ...	52	00
Ste. Adèle and St. Jérôme	P. R. L. DeMontigny.....	do	2	9 do ...	120	00
Ste. Agathe and St. Giles.....	L. Boulanger	do	2	9 do ...	75	00
St. Alexis and St. Jacques.....	C. Boinier.....	Horse or vehicle..	2	3 do ...	6	50
St. Alexis and St. Jacques.....	L. LeBeau.....	do	2	6 do ...	13	00
Ste. Anne de la Pérade and St. Albans, <i>via</i> St. Casimir	R. Montreuil	do	3	9 do ...	82	50
Ste. Anne de la Pérade and St. Prosper	P. Bigué.....	do	2	9 do ...	27	00
Ste. Anne des Plaines and St. Lin.....	J. M. Latour	Vehicle	3	9 do ...	48	00
Ste. Anne la Pocatière and St. Onézime	J. Legaré.....	Horse or vehicle..	2	6 do ...	25	00
Ste. Anne and St. Féréol	C. Paré.....	do	2	3 do ...	15	00
Ste. Anne and St. Féréol	O. St. Hilaire.....	do	2	6 do ...	14	50

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
St. Antoine and St. Denis	J. B. Lacroix.....	Vehicle	6	3 months...	8	33
St. Antoine and St. Denis	M. Laprise	do	6	6 do	30	00
St. Arsène and Viger	E. Pelletier.....	do	1	8 do	20	00
St. Athanase and St. Johns.....	F. Monnette.....	do	6	9 do	45	00
St. Augustin and St. Catharines.....	F. Prault	Horse or vehicle.....	2	3 do	31	00
St. Barnabé and Yamachiche.....	O. Hébert.....	Vehicle	3	9 do	75	00
St. Benoît and St. Placide.....	E. Joubert	do	12	3 do	15	00
St. Benoît and St. Placide.....	P. Martin	do	12	4 do	20	00
St. Brigitte des Saults and St. Zéphirin	B. Blanchet	On horseback or in a vehicle.....	1	2 do	6	66
St. Brigitte des Saults and St. Zéphirin	U. Benudet.....	do	1	6 do	20	00
St. Bruno and Ste. Julie	Lucie Blain	Vehicle	12	9 do	29	00
St. Catharines and St. Raymond.....	W. Davidson	Horse or vehicle.....	12	3 do	24	00
St. Célestin and St. Grégoire.....	N. Thibodeau.....	do	3	9 do	37	50
St. Césaire and West Farnham.....	U. Messier	Vehicle	6	6 do	99	50
St. Césaire and West Farnham.....	J. Mullarkey	do	6	3 do	64	75
St. Charles and St. Marc.....	A. Desjour-Jin.....	do	6	9 do	35	00
St. Claire and St. Henri.....	J. B. Fortier.....	do	6	9 do	148	50
St. Columban and Ste. Scholastique.....	M. Phelan	do	3	9 do	82	50
St. Damase and St. Hyacinthe.....	J. B. Brodeur.....	do	3	9 do	59	00
St. Didace and St. Norbert.....	N. Neveu	do	3	9 do	129	00
St. Elizabeth and St. Jean de Matha.....	E. Aubin	do	3	9 do	99	00
St. Eustache and St. Joseph du Lac.....	J. McColl	do	12	9 do	45	00
St. Eustache and Ste. Scholastique.....	D. Mitchell	do	3	9 do	249	75
St. François and St. George.....	W. Robitaille.....	Horse or vehicle.....	3 & 6	9 do	97	30
St. François, St. Pierre and Railway Station.....	E. C. Boulet.....	do	6	9 do	87	18
St. Frédéric and St. Joseph.....	J. O. C. Arcand.....	do	1	9 do	18	75
St. Gabriel de Brandon and St. Norbert	J. B. Denis.....	do		1 trip	2	50
St. Gervais and St. Lazare.....	A. Bissonnet.....	Vehicle	3	3 months.....	18	75
St. Gervais and St. Lazare.....	E. Côté.....	do	3	6 do	24	00
St. Hélène de Bagot and St. Hugues.....	L. Jemire.....	do	2	6 do	24	00
St. Henri and St. Lambert	A. Poucher.....	Horse or vehicle.....	3	9 do	66	00
St. Hilaire Station and St. Jean Baptiste.....	C. S. Gigon.....	In a vehicle.....	3	9 do	52	50
St. Hilaire Station and Sorel.....	G. Gravel.....	Vehicle	6	9 do	586	00
St. Hugues and St. Hyacinthe.....	J. T. Lussignan.....	do	6	9 do	203	25
St. Hugues and Yamaska.....	F. Regnier.....	do	3	9 do	221	25
St. Hyacinthe and St. Pie.....	J. B. Brodeur.....	do	6	3 do	62	50
St. Hyacinthe and Yamaska.....	J. Audet dit Lapointe.....	Vehicle	3	9 do	247	50
St. Isidore and St. Rémi.....	E. Lanetot.....	Horse or vehicle.....	3	9 do	56	25
St. Johns and St. Luc.....	S. D. Hamilton.....	Vehicle	3	9 do	60	00
St. Louis de Gonzague and St. Stanislas de Kostka.....	A. Barbeau.....	do	2	9 do	45	00
St. Martin and St. Urbain.....	N. Dorais.....	Horse or vehicle.....	2	9 do	33	00
St. Maurice and Three Rivers.....	E. Duchesnay.....	Vehicle	2	9 do	58	50
St. Ours and St. Roch de Richelieu.....	P. Kennebec.....	Scow in summer, foot in winter.....	6	9 do	15	00
St. Robert and Sorel, via Ste. Victoire.....	A. Plasse.....	Vehicle	3	8 do	74	66
St. Robert and Yamaska Junction.....	P. Letendre.....	do	2	1 do	2	33
St. Séverin and Yamachiche.....	P. Peltier.....	Vehicle	2	9 do	45	00
St. Stanislas and St. Tito.....	H. Rivard.....	do	2	9 do	45	00
St. Sylvester and St. Sylvester East.....	G. McCrae.....	do	3	9 do	39	00
St. Thomas and Sparta.....	B. Sanderson.....	Vehicle	6	6 do	137	50
St. Thomas and Talbotville.....	J. Cole.....	Horse or vehicle.....	3	9 do	75	00
St. Thomas and Vienna.....	R. Mott.....	do	6	9 do	404	25
St. Vincent and Walter's Falls.....	T. P. Walter.....	do	2	9 do	180	00
St. Vincent and Steamboat Landing.....	D. L. Layton.....	Vehicle	12	Summer season of 1863.....	45	00

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Sable and Sylvan.....	S. Randail	Horseb'k or otherwise, as required.	2	9 months...	45	00
Sandwich and Windsor.....	J. Lambie	Horse or vehicle..	6	9 do	58	75
Sarnia and Port Huron, U.S.....	A. Fisher	Ferry and on foot	6	us req. 9 do	144	00
Sarnia and Wallaceburg.....	A. Fisher.....	Vehicle	3	9 do	450	00
Saugeen and Walkerton	W. Gilbert	Horseback or vehicle	3	9 months...	299	61
Sault Ste. Marie and United States.	C. Bouch.....	Ferry	1	8 trips.....	4	00
Sault Ste. Marie and United States.	W. Perrault.....	Ferry	1	9 months...	18	75
Scarboro' Road and Stouffville.....	J. Raynes	Horse or vehicle..	6	6 do	240	83
Seaforth and Wroxeter	W. Armstrong.....	In a vehicle.....	6	9 do	150	00
Shawenegan and Three Rivers.....	M. Lisette	Vehicle	3	9 do	114	00
Smith's Falls and South Elmsley.....	J. Corbett.....	Horse or vehicle..	3	9 do	58	50
Sombra and Wilkesport	P. Cattaneah	Horseback or otherwise	1	9 do	39	00
South Zorra and Woodstock.....	C. Coote	do	6	6 do	55	00
South Zorra and Woodstock.....	G. Matheson	do	6	3 do	25	75
Stanstead and Waterloo	W. Paige	Vehicle	2	9 do	300	00
Stanstead and Waterloo	J. G. & W. G. Cowie.....	do	3	Balance of account.....	200	00
Stayner and Sunnidale	S. Lamont	do	2	9 do	56	25
Stirling and Warkworth	T. Landon	Horse or vehicle..	3	5 do	110	41
Stirling and Wellman's Corners.....	T. Totton	do	1	9 do	30	00
Stuco and Tweed	A. Dafoc	do	2	9 do	36	75
Stouffville and Toronto.....	J. Raynes	Vehicle	6	3 do	137	50
Strathroy and Wisbeach.....	J. Paine	do	6	9 do	191	66
Swanburg and Woodstock	J. M. Teetzal or Attorney	Horseback	3	9 do	48	75
Sweetsburg and Waterloo	A. Pickle	Vehicle	3	3 do	35	00
Switzerville and Violet.....	D. W. Perry	Horseback or otherwise	3	9 do	26	25
Sylvan and Widder.....	S. Randall	do	6	9 do	97	50
Talbotville and Tempo.....	A. Remy	Not specified	1	1 do	2	17
Toeswater and Wingham	W. J. Troy	Horse or vehicle..	3	9 do	110	25
Thornbury and Steamboat.....	S. B. Richmond	By Boat.....	6	Season of '63, & gratuity on giving up contract.....	80	00
Thornhill and Toronto	A. Gallanough.....	Horse or vehicle..	6	9 months...	198	00
Thurso and Steamboat Landing.....	G. W. Cameron	Foot or otherwise..	12	Season of 1863.....	20	00
Toronto and Weston.....	J. Taylor	do	2	trips	7	00
Toronto and Yorkville.....	C. M. Williams.....	In an Omnibus	6	6 months...	50	00
Toronto and Yorkville.....	J. Pencock	Vehicle	12	3 do	23	75
Tottenham and Tuam	J. Austin	Foot or vehicle..	3	6 do	20	00
Treadwell and Steamboat Wharf	A. Doré	Horse or vehicle..	6	4 do	16	00
Trenton, Wooler and Rosa	P. McPherson	do	2	9 do	54	00
Tyreconnell and Wallacetown.....	A. Rose	Buggy or sleigh, &c.	6	9 do	41	25
Udora and Uxbridge.....	S. Shultz	Horseback or vehicle	2	9 do	90	00
Uxbridge and Whitby.....	J. Doyle	Vehicle	6	9 do	442	50
Walkerton and Wroxeter.....	W. Elliot	Horse or vehicle..	3	9 do (50 cts. to be deducted in Sept. Qr., '64)	244	25
Warwick and Railway Station.....	J. M. Wilson.....	Option of Contractor.....	6	9 months...	117	50

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—*Continued.*

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Wellington Square and Zimmerman	J. Scott.....	On horseback or in a vehicle....	6	9 months....	150	00
Windsor and Detroit, U. S.....	A. H. Wagner.....	Ferry.....	as reqd.	9 do	144	00
Windsor and Detroit, U.S.(ferriage)	J. Forbes	do	9	9 do	15	00
Wingham and Zetland	H. Brace, Jr.....	do	3	9 do	30	00
Suspension Bridge Tolls.....	W. G. Swan.....	Horseb'k or otherwise, as required	9	9 do	30	00
Total.....	.....	.....	.....	.....	130611	55

O. MOWAT,
Postmaster General.

H. A. WICKSTED.
Accountant.

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

CONVEYANCE OF MAILS TO AND FROM RAILROAD STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
Acton and Railroad Station	T. Perryman	On foot	12 &		\$	cts.
Acton Vale and do	A. Q. Dubois	do	13 as req.	6 months	37	33
Ailsa Craig and do	S. Hay	do	do	9 do	45	00
Aldershot and do	Brown & Oliver	do	12	9 do	22	50
Almonte and do	W. C. Lewis	Not specified	6	78 days	30	00
Angus and do	J. Mather	On foot	24	9 months	9	15
Appin and do	J. D. R. McLean	do	as req.	9 do	18	00
Appleton and do	W. Young	Not specified	6	5 do	15	00
Aultsville and do	M. M. Cook	On foot or otherwise, at option of Contractor	12	9 do	36	45
Aurora and do	H. Hulso	do	24	6 do	47	00
Aurora and do	T. Barber	do	24	3 do	22	00
Baden and do	J. Beck	On foot	12 &		11	00
Dailargeon and do	F. X. Bilodeau	Horse or vehicle	24	9 do	147	40
Barrie and do	D. Faragher	In a vehicle	3	9 do	30	00
Beachville and do	H. J. Moore	On foot	24 as req.	9 do	122	20
Beamsville and do	J. C. Kerr	In a vehicle or otherwise	12	9 do	37	50
Belleville and do	H. Fanning	do	24 &		112	80
Bell Ewart and Lefroy do	P. E. Drake	On foot	25	9 do	156	64
Berthier and do	P. X. Corriveau	Cpt'nal with Con'r	12	9 do	51	77
Berthier and do	C. Boissonnault	do	12	3 do	30	00
Bethany and do	F. Blankley	Horse/bk or veh.	6	6 do	46	94
Black River Sta'n and do	L. Olivier	Not specified	12	9 do	30	00
Bothwell and do	J. Taylor	On foot	3	9 do	5	85
Bowmanville and do	W. Glover	Vehicle	as req.	9 do	37	50
Bradford and do	A. Douglas	do	24	9 do	89	30
Brampton and do	T. Knight	Option of Contra'r	24 as req.	9 do	140	85
Branchton and do	W. Crawford	On foot	12	9 do	117	00
Brantford and do	J. Hale	Vehicle	6 & 12	9 do	37	66
Breslaw and do	C. Gerster	Not specified	12	9 do	58	20
Bright and do	W. A. Sharp	On foot	12	9 do	15	00
Brigton and do	T. Hewitt	Stage or other vehicle, at option of Contractor	12	9 do	19	50
Brighton and do	M. J. Mills	In a vehicle	24	3 do	31	60
Brockville and B. & O. do	C. Stevenson	Vehicle	24	6 do	46	80
Brockville and G. T. do	C. Stevenson	do	12 & 6	9 do	52	50
Bronte and do	W. Belyea	do	24	9 do	180	00
Brunswick and do	S. R. Beamish	Not specified	6	9 do	175	50
Canfield and do	R. French	On foot	12	9 do	30	00
Cap St. Ignace and do	Caroline B. Larue	Vehicle	as req.	9 do	22	50
Cap St. Ignace and do	H. C. Larue	do	12	3 do	20	00
Cap St. Ignace and do	C. H. Larue	do	12	3 do	20	34
Carleton Place and do	N. Lavallée	do	12	9 do	20	34
Carronbrook and do	T. King	Vehicle	12	9 do	23	50
Chatham East and do	J. B. Cushing	do	12	9 do	32	00
Chatham West and do	G. Merrill	do	6	3 do	13	00
Clarke and do	H. Jones	Horse or vehicle	27	9 do	210	40
Clifton and do	J. W. Dunklee	Vehicle	12	3 do	108	10
			as req.	9 do	144	00

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—*Continued.*

CONVEYANCE OF MAILS TO AND FROM RAILROAD STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Clinton and Railroad Station.....	T. Fair.....	Vehicle	as req.	9 months...	45 00
Coticook and do	H. Cutting.....	do	24	9 do ...	60 00
Cobourg and do	P. Regan.....	do	24	9 do ...	188 00
Colborne and do	J. L. Yeoman.....	do	24	9 do ...	125 36
Collingwood and do	D. Darroch.....	On foot or in a vehicle.....	24	9 do ...	159 80
Compton and do	W. Paige.....	Not specified.....	24	9 do ...	120 00
Concord and do	J. Duncan.....	do	12	9 do ...	30 00
Copetown and do	T. Milne.....	Horseback or otherwise.....	12	9 do ...	75 20
Cornwall and do	M. Cain.....	Vehicle.....	24	9 do ...	131 60
Côteau Landing and do	A. H. McIntire.....	do	24	9 do ...	47 00
Côteau Station and do	R. Duckett.....	Not specified.....	12	9 do ...	39 00
Craigvale and do	J. Fraser.....	Foot or vehicle.....	24	9 do ...	18 00
Cushing (late Chatham East) and Railroad Station.....	J. B. Cushing.....	Not specified.....	6	58 days.....	14 50
Danville and do	G. W. Hawes.....	On foot or in a vehicle.....	12	3 months...	25 00
Danville and do	F. Dalton.....	do	6	3 do ...	17 22
Danville and do	J. Rutherford.....	do	6	3 do ...	17 22
Dickinson's Landing and Railroad Station.....	W. Hoople, Attorney..	Horse or vehicle..	12	9 do ...	105 75
Dorchester Sta. and do	J. N. Hardy.....	do	as req.	9 do ...	37 50
Drumbo and do	J. McKenzie.....	On foot.....	do	9 do ...	37 50
Dunbarton and do	H. Doyle.....	Vehicle.....	12	9 do ...	56 40
Dundas and do	R. O. Reid.....	do	18,		
			24 & 20	9 do ...	149 40
Duanville and do	R. McNeal, Attorney..	Foot or vehicle...	as req.	9 do ...	82 50
Eastwood and do	G. Arkell, per Margar't Arkell, Executrix...	On foot.....	12	9 do ...	39 00
Edwardsburg and do	W. S. Akin.....	On foot or otherwise	12	9 do ...	117 50
Fort Erie and do	G. Lewis.....	do	12	9 do ...	75 00
Franklin and do	W. Maguire.....	Not specified.....	as req.	15 do ...	27 50
Franktown and do	Elizabeth Burrows.....	Stage or vehicle...	12	9 do ...	58 50
Galt and do	F. Lowell.....	Vehicle.....	24	9 do ...	235 00
Gananoque and do	Agnes Hall, Attorney..	Horse or vehicle..	24 & 12	9 do ...	225 00
Georgetown and do	J. Wallace.....	Vehicle	as req.	9 do ...	60 00
Gilford and do	T. Maconchy.....	Foot or vehicle...	24	9 do ...	30 00
Glanworth and do	R. J. Webb.....	Foot	as req.	9 do ...	32 76
Glencoe and do	D. McRae.....	do	do	9 do ...	18 75
Goble's Corners and do	J. G. Goble.....	On foot.....	6	9 do ...	37 60
Goderich and do	N. Doyle.....	Vehicle.....	12	9 do ...	117 50
Gourock and do	J. Mewhort.....	Not specified.....	6	9 do ...	29 25
Grafton and do	W. McDonald.....	Stage or otherwise	12	3 do ...	30 81
Grafton and do	J. McBrien.....	do	12	6 do ...	106 08
Grandy and do	A. B. Foster.....	On foot.....	12	9 do ...	75 00
Grimsey and do	J. W. G. Nelles.....	Buggy, waggon or sleigh	12	9 do ...	94 00
Guelph and G. T. do	J. Lindsay.....	Vehicle	as req.	9 do ...	71 25

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

CONVEYANCE OF MAILS TO AND FROM RAILROAD STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount	
					\$	cts.
Guelph and G. W. Railroad Station	R. Jones, Attorney...	Vehicle	24	9 months...	141	00
Hamilton and do	W. Richardson.....	do	as reqt.	9 do (less fine).....	282	95
Harpurhay and do	M. McDermid	On foot or otherwise.....	12	9 months....	45	00
Harrisburg and do	O. A. Spoor.....	do	24	9 do	94	00
Hemmingford and do	H. J. Goodsell.....	Not specified.....	6	3 do	9	75
Hemmingford and do	J. Goodsell.....	do	6	3 do	9	75
Hemmingford and do	O. Cheney	do	6	3 do	9	75
Hespeler and do	C. Nahrgang	Vehicle.....	24	9 do	75	20
Holland Landing and do	H. Chapman	Horse or vehicle..	18	9 do	54	00
Ingersoll and do	E. Doty	Vehicle.....	30 & 36	9 do	57	70
Iroquois and do	J. Grier.....	Option of Contractor.....	24	6 do	80	00
Iroquois and do	R. Lowery	do	24	3 do	24	18
Jordan and do	W. H. Overholt.....	Vehicle	12	9 do	73	50
Kamouraska and do	A. Blondeau.....	do	6	3 do	55	30
Kamouraska and do	T. Sirois.....	do	12	6 do	104	00
Kemptville and do	B. Leslie.....	Horse or vehicle..	12	9 do	43	08
Kerrwood and do	J. H. Thomas.....	On foot	12	9 do	47	00
King and do	J. McDonald.....	do	as reqt.	9 do	45	00
Kingston and do	P. Lennan	Vehicle.....	24	9 do	509	10
Komoka and do	O. D. Mabco.....	Horse or vehicle..	12	9 do	65	80
Lacadie and do	N. Breau	In a vehicle.....	6	9 do	77	25
Lachine and do	F. Caisse	Horse or vehicle..	24	9 do	75	00
Lacolle and do	S. Ennis.....	do	12	9 do	58	50
Lancaster and do	D. Ross.....	Option of Contractor.....	18 & 24	9 do	180	40
Lansdown and do	W. H. McNeil.....	do	12	9 do	141	00
LaPigeonnière and do	M. Roy	Vehicle	6	9 do	45	00
Lefroy and do	D. Davidson.....	Horse or vehicle..	12	9 do	37	50
Lennoxville and do	J. P. Cushing.....	On foot.....	18	9 do	87	75
Lévis and do	F. Bertrand.....	Vehicle.....	12	9 do	60	00
Limehouse and do	J. Newton	On foot.....	12	9 do	0	75
Lindsay and do	B. F. Jewett.....	On foot, by hand-cart, or other vehicle.....	12	9 do	60	00
L'Islet and do	M. E. Dallantyne	Option of Contractor.....	12	3 do	35	00
L'Islet and do	J. O. Bélangier.....	do	12	6 do	44	00
London and do	H. B. Strong.....	Vehicle.....	102	9 do	439	45
Long Island Locks and do	W. Wilson	Horse or vehicle..	3	7 do	37	33
Longwood and do	T. Gordon	Option of Contractor.....	6	9 do	58	75
Lucan and do	W. Porte.....	do	as reqt. & 12	9 do	55	56
Lyn and do	E. Curtis.....	On foot.....	12	9 do	105	75
Lynden and do	W. Smith	Option of Contractor.....	as reqt.	9 do	39	00
Lyster and do	J. King.....	On foot, horse's, or in a vehicle..	12	9 do	37	50
Maitland and do	D. Byers	On foot.....	12	9 do	42	00
Mallorytown and do	F. F. Lee	do	12	9 do	30	00
Malton and do	T. Traynor.....	do	12	9 do	37	50

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

CONVEYANCE OF MAILS TO AND FROM RAILROAD STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Manotick and Railroad Station.....	W. Wilson	Horse or vehicle.	3	2 do	15	66
Maple and do	J. Gordon.....	On foot.....	12	9 do	58	50
Marysville and do	J. Kilmurry.....	Optional with Contractor	6	6 do	18	00
Marysville and do	J. Kemp	do	12	3 do	9	00
Melbourne and Richmond Railroad Station	G. Darlow.....	Horse or vehicle..	24	9 do	165	00
Millbrook and Railroad Station.....	J. Sloan	Not specified.....	as req.	9 months ...	58	50
Mille Roches and do	S. H. Moss.....	Option of Contractor.....	12	9 do	84	24
Mimico and do	J. L. Noble.....	On foot.....	6	9 do	45	00
Mitchell and do	J. Hicks	do	12	9 do	141	00
Montmagny and do	J. S. Vallée.....	Horse or vehicle..	12	9 do	60	00
Montreal and G. T. do	H. Hogan.....	Vehicle	24	9 do	\$21	\$5
Montreal and G. T. do	J. C. Chase.....	do	24	9 do	586	26
Montreal and Lachine do	J. C. Chase.....	do	12	9 do	88	02
Montreal & Champlain and G.T.R. Junction at St. Lambert do do	R. Rintoul.....	.....	12	weeks.....	14	13
do do	A. Irving.....	.....	6	1 do	1	50
Morrisburg and Railroad Station.....	W. Van Allen	Option of Contractor	24	9 months ...	136	30
Mont Brydges and do	E. Handy.....	On foot or in a vehicle.....	6&12	9 do	61	05
Mount Carmel and do	R. Lavoie.....	do	3	9 do	37	50
Napanee and do	M. C. Whitcomb.....	Option of Contractor	24	9 do	131	60
Newbury and do	J. D. Anderson.....	do	as req.	9 do	28	50
New Castle and do	W. R. Bradley	Vehicle	24	9 do	143	35
New Hamburg and do	G. Morley	Foot or vehicle....	18 & 24	9 do	74	00
New Market and do	P. Fardy.....	do	as req.	6 do	30	00
New Market and do	P. Blight	do	do	3 do	13	50
North Augusta and do	S. Mott	Vehicle	6	9 do	72	00
Norval and do	J. Miller.....	Horse or vehicle..	12	9 do	75	00
Notre Dame du Portage and do	J. B. Perron.....	Vehicle	6	9 do	85	02
Oakville and do	P. Lyon.....	Horseback or otherwise, as required	24	9 do	210	00
Oban and do	W. Carrick.....	do	6	3 do	30	00
Omamee and do	R. W. Shaw.....	On foot or in a vehicle	12	9 do	117	00
Ontario and do	J. Carpenter & R. Wilcox.....	On foot.....	12	6 do	31	40
Ontario and do	J. Carpenter	do	12	3 do	15	60
Oshawa and do	Ann McElroy, Executrix.....	Vehicle	18 & 24	9 do	172	20
Ottawa and do	D. J. Watt	do	12 & 24	9 do	166	40
Paris and do	E. Shannon.....	do	as req.	9 do	180	00
Paris and do	G. Staunton.....	do	12	3 do & 4 dys	61	50
Park Hill and do	J. Piéwes.....	On foot.....	as req.	3 months ...	13	00
Park Hill and do	J. Gibb.....	do	12	9 do	15	60
Perth and do	J. Patterson.....	Vehicle	24	9 do	75	00
Peterboro' and do	T. Eastland.....	do	12	9 do	84	60

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—*Continued.*

CONVEYANCE OF MAILS TO AND FROM RAILROAD STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
Petersburg and Railway Station...	J. Ernst.....	Foot or vehicle...	as req.	9 months.....	180	00
Pickering and do	J. Baxter.....	do	12 & 18	9 do	132	00
Point Abine and do	B. M. Dishr.....	do	12	9 do	58	75
Pointe Claire and do	L. B. Daoust.....	Not specified.....	12	9 do	78	00
Port Colborne and do	L. G. Carter.....	Foot or horseback	12	9 do	47	00
Port Credit and do	J. Hamilton.....	Foot or vehicle.....	12	9 do	93	60
Port Elmsley and do	J. Couch.....	Option of Con- tractor.....	3	9 do	20	00
Port Granby and do	D. March.....	do	6	9 do	47	00
Port Hope and G. T. do	J. H. Jones.....	Vehicle.....	24	9 do	169	20
Port Hope and P. H. B. & L. Railw. Station.....	J. H. Jones.....	do	12	9 do	61	10
Port Hope and P. H. and P. do.	J. H. Jones.....	do	12	9 do	61	10
Portland, U. S., and Railway Station, and St. John's, N.B., Steamer.....	C. Wyer.....	do	4	Sum. season, 1863.....	48	00
Port Stanley and Railroad Station..	J. Tennent.....	do	as req.	9 months.....	45	00
Prescott and G. T. do	J. Halpin.....	do	24	9 do	169	20
Prescott and O. & P. do	J. Halpin.....	do	12 & 24	9 do	149	76
Preston and do	C. Nispel.....	do	24	9 do	156	00
Princeton and do	S. Yale.....	Foot or vehicle...	24	9 do	75	20
Quebec and do	C. Hough.....	Vehicle or canoe, according to the state of the river.....	as req.	9 do	2633	50
Quebec and South Quebec (ferriage)	J. Tibbitts.....	Ferry.....	as req.	Season nav., 1863.....	700	00
Ratho and Railroad Station	J. Williams.....	On foot.....	6	2 months.....	5	00
Richmond Hill and do	Lucy Nicholls, Executrix.....	Horse or vehicle..	12	9 do (less fine).....	118	00
Richwood and do	W. Ogilvie.....	Foot, horseback, or vehicle.....	12	9 months.....	58	75
Rivière Beaudette and do	C. McPherson.....	Not specified.....	12	9 do	39	17
Rivière du Loup and do	M. Dionne.....	Vehicle.....	12	3 do	30	00
Rivière du Loup and do	F. X. Martin.....	do	12	6 do	62	60
Rivière Ouelle and do	Nazaire Anctil.....	do	6	3 do	31	25
Rivière Ouelle and do	O. Langlois.....	do	12	6 do	87	64
Rochester and do	P. Dumouchelle.....	Foot or otherwise	6	9 do	19	09
Rockwood and do	R. Pasmore.....	Option of Con- tractor.....	12	9 do	117	50
St. Alexandre and do	E. Lévesque.....	Vehicle.....	12	3 do	10	00
St. Alexandre and do	A. Ouellet.....	do	12	6 do	12	00
St. André and do	P. C. Marquis.....	do	6	3 do	70	00
St. André and do	A. Ouellet.....	do	6	8 do	60	00
Ste. Anne la Pocatière and do	J. Dionne.....	Foot or vehicle...	12	3 do	22	50
Ste. Anne la Pocatière and do	O. Ouellet.....	do	12	6 do	28	00
St. Anns and do	F. Sauvé.....	do	12	9 do	77	46
St. Antonin and do	D. Fortin.....	Horse or vehicle..	2	3 do	26	67
St. Apollinaire and do	F. Baron.....	do	2	9 do	37	50
St. Aubert and do	C. Bourgnult.....	Foot or vehicle...	6	9 do	37	50
Ste. Brigide and do	B. McGuire.....	Vehicle.....	6	9 do	67	50
St. Bruno and do	A. P. Paré.....	do	6	9 do	46	50

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—*Continued.*

CONVEYANCE OF MAILS TO AND FROM RAILROAD STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of Trips per week.	Period.	Amount.	
					\$	cts.
St. Catharines and Railway Station	W. Cooke	Vehicle.....	30 & 24	9 months (less fine)..	148	22
St. Christophe and do	G. Boisclair.....	In a vehicle.....	12	9 months ...	65	73
St. Denis (en bas) and do	J. D. Lavoie.....	Vehicle.....	6	3 do	20	00
St. Denis (en bas) and do	J. O. Chamberland.....	do	6	6 do	25	00
St. Ephrem d'Upton and do	L. B. Warner.....	On foot.....	24, 18 & as req.	0 do	36	00
St. Flavien and do	J. Mailloux	On horseback or in a vehicle ...	2	9 do	30	00
St. Gervais, &c., and do	E. Côté.....	Vehicle	6	9 do	50	00
St. Hélène and do	N. Peltier.....	do	12	9 do	30	00
St. Henri and do	J. B. Fortier.....	do	6	9 do	57	00
St. Hyménithe and do	A. Lamarche.....	do	24	9 do	117	50
St. Jean Port Joli and do	L. Poitras.....	Horse or vehicle..	12	9 do	65	00
St. John's and do	A. B. Foster.....	On foot.....	12	9 do	75	00
St. Julie de Somerset and do	L. Roberge.....	Optional with Contractor	12	9 do	45	00
St. Liboire and do	W. McNichols	On foot.....	18, 24 & 12	9 do	18	00
St. Louise and do	F. Lausier.....	do	12	9 do	30	00
St. Mary's and do	J. McKay.....	Vehicle.....	24	9 do	235	00
St. Pacôme and do	A. Hudon	Optional with Contractor	6	9 do	37	50
St. Raphaël and do	A. Couture.....	Vehicle.....	6	9 do	90	00
St. Thomas, West, and do	D. Drake	Horse or vehicle..	as req.	9 do	150	00
St. Vallier and do	F. Bélanger.....	Optional with Contractor	12 & 6	9 do	89	80
Sarnia and do	J. McAvoy.....	Vehicle.....	as req.	9 do	117	36
Seaforth and do	W. Clement	Optional with Contractor	do	9 do	36	75
Sebringville and do	S. R. Hesson.....	On foot or other- wise, as re- quired	6	9 do	56	40
Seneca and do	J. Mohun.....	do	12	9 do	117	50
Shakespeare and do	G. Brown.....	Optional with Contractor	18	9 do	84	60
Shannonville and do	H. Vancott	do	12	9 do	47	00
Sherbrooke and do	O. Cameron.....	Vehicle.....	24	3 do	40	00
Sherbrooke and do	W. Chamberlain.....	do	24	6 do	72	50
Silvershoe and do	J. J. Ross.....	Not specified	12	3 do	6	00
Silvershoe and do	J. A. Mather	do	12	6 do	12	00
Smith's Falls and do	W. H. Willson, Agent for Contractor.....	In a vehicle or otherwise	12	9 do	33	33
Somerset and do	P. C. Bourk.....	Horse or vehicle..	12 & 6	9 do	90	00
South Quebec and do	W. Wensley.....	On foot.....	24 & 18	9 do	27	00
Spencerville and do	W. B. Imrie.....	Horse or vehicle..	6	9 do	45	00
Springville and do	W. McBain	do	12	9 do	150	00
Stanfold and do	J. Huston.....	do	12	3 do	20	00
Stanfold and do	J. & L. Martineau.....	do	12	6 do	15	00
Stanhope and do	A. Murray.....	Not specified	12	9 do	39	00

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—Continued.

CONVEYANCE OF MAILS TO AND FROM RAILROAD STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	No. of trips per week.	Period.	Amount.
					\$ cts.
Stayner and Railway Station.....	R. Ross, Jr	Not specified	18, 12 & 24	2½ years.....	156 00
Stonefield and do	O. Owens	do	6	53 days.....	10 60
Stratford and do	J. Woods	As required	36	9 months.....	267 90
Strathroy and do	T. Cooke	Horse or vehicle..	as req.	9 do	54 00
Tavistock and do	L. J. C. Fredericks....	Optional with Contractor	do	9 do	37 50
Thamesville and do	W. Mayhew	On foot or other- wise	do	9 do	37 50
Thorndale and do	T. Harrison.....	On foot	do	9 do	27 50
Thornhill and do	A. Gallanough.....	Horse or vehicle..	6	9 do	112 44
Thorold and do	S. Bradley	Vehicle	13	9 do	176 25
Toronto and do	J. Martin.....	do	as req.	9 do	1461 10
Trenton and do	L. Cruikshank.....	Stage.....	24	9 do	216 20
Trois Saumons and do	J. B. Thibault.....	Foot.....	6	3 do	12 50
Trois Saumons and do	F. X. Raymond	do	6	6 do	22 00
Vaudreuil and do	C. Proulx.....	Not specified	24	9 do	178 07
Village des Aulnaies & do	P. Castonguay	In a vehicle	12	3 do	49 00
Village des Aulnaies & do	H. Lévesque.....	do	12	6 do	96 00
Wanstead and do	J. Dewar.....	On foot	as req.	9 do	15 00
Warwick and do	L. T. Dorais.....	Optional with Contractor	12	9 do	30 00
Waterloo and do	A. B. Foster	Vehicle	12	9 do	75 00
Waterville and do	J. Wood	Not specified	12	9 do	45 00
Watford and do	J. Merry.....	Optional with Contractor	as req.	9 do	39 00
West Farnham and do	A. B. Foster.....	On foot.....	12	9 do	75 00
West Flamboro' and do	F. Martin	Not specified	6	9 do	39 95
Weston and do	S. Fleming.....	Foot or vehicle..	18 & 24	9 do	76 40
West Osgoode and do	J. Johnston.....	do	3	9 do	37 12
Whitty and do	R. E. Campbell.....	Vehicle	24	9 do	177 84
Whitehurst and do	J. Bell.....	On foot.....	3	3 do	7 50
Woodstock and do	J. McKay.....	do	24	9 do	79 90
Wyoming and do	G. Brown.....	do	12	9 do	39 00
Total.....					\$ 25715 15

O. MOWAT,

Postmaster General.

H. A. WICKSTEED,

Accountant.

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—*Continued.*

CONVEYANCE OF MAILS BY STEAMERS.

Name of Route.	Name of Contractor.	No. of Trips per week.	Period.	Amount.	
				\$	cts.
Belleville and North Port.....	C. F. Gildersleeve.....	6	18 weeks 4 days.....	18	66
Belleville and Picton.....	C. F. Gildersleeve.....	6	111½ trips.....	223	00
Bell Ewart and Orillia.....	Isaac May.....	6	107 trips.....	1070	00
Cobourg and Rochester, U. S.....	G. S. Daintry.....	3	11½ weeks.....	121	33
Collingwood and Owen Sound.....	W. H. Smith.....	6	103 trips (less fine).....	1277	50
Collingwood, Sault Ste. Marie and Fort William, L. S.	Cook & Bros.....	3	trips to Fort William, and S to Sault Ste. Marie..	3300	00
Do do do do	Perry & Carruthers.....		On account of summer sea- son 1864....	2500	00
Kingston and Toronto.....	H. Dunlop.....		1 trip.....	5	00
Lindsay and Peterboro'.....	J. Wallis.....	2 & 3	2 months and 23 days.....	138	33
Magog and Newport, U. S.....	Fogg & Harrower.....	6	8 months to 30th June, 1864.....	418	00
Montreal and Ottawa.....	R. W. Sheppard.....	6	Balance of season of '63	1600	00
Montreal and Quebec.....	J. N. Beaudry.....	6	Season of '63	4000	00
Niagara and Toronto.....	P. G. Chrysler.....	6	61 trips.....	244	00
Portland, U. S., and St. Johns, N. B.....	J. R. Hall.....	as req.	1 year, from 1st July, '63, to 30th June, 1864.....	424	00
Total.....				\$ 15339	52

O. MOWAT,

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H. A. WICKSTEED,
Accountant.

REPORT No. 2.—Detail of all payments made and charges incurred for Mail Transportation, for the period from 1st October, 1863, to 30th June, 1864.—*Continued.*

CONVEYANCE OF MAILS BY RAILROADS.

Name of Route.	To whom paid.	No. of Trips per week.	Period.	Amount.
Almonte and Brockville.....	Secretary and Treasurer, Brockville and Ottawa R. R. Co....	6	9 months...	\$ 1192 50
Brockville and Perth.....	do	6	67 days.....	167 20
Perth and Smith's Falls.....	do	12	168 do.....	161 28
Buffalo and Lake Huron.....	W. McLean, Secretary and Treasurer, B. and L. H. R.R. Co..		1 year.....	4830 00
Collingwood and Toronto.....	T. Hamilton, Treasurer, N. R.R. Co.....	12	9 months...	2880 08
Do Do.....	F. Cumberland, Pres., N. R.R. Co. Arrears for conveyance of mails, by accommodation train, from 1st April, 1860, to 31st Dec., 1863....			2208 22
London and Port Stanley.....	E. Adams, President, L. and P. S. R.R. Co..	12	9 months...	720 00
Montreal and Rouse's Point, U.S.....	W. A. Merry, Secretary, and J. Doran, Cashier M. and C. R. R. Co..		9 do.....	5162 00
Ottawa City and Prescott.....	B. French, Superintendent, O. and P. R. R. Co.....	6	9 do.....	1605 96
Port Hope and Lindsay.....	T. Ridout, Manager, P. H. L. and B. R. R. Co.....	6&12	9 do.....	967 50
Port Hope and Peterboro'.....	John Fowler, per F. Ferguson, Attorney, P. H. and P. R.R. Co..	12	9 do.....	675 00
St. John's and Waterloo.....	A. B. Foster, S.S. and C. R.R. Co.....	6	9 do.....	967 50
Total.....				\$ 21477 24

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Postmaster General.

H. A. WICKSTEED,

Accountant.

REPORT No. 2.—(Continued.)

DETAIL of all Payments made for Making and Repairing Mail Bags, Mail Locks, &c., for the period from 1st October, 1863, to 30th June, 1864.

Tradesmen's Names.	Particulars of Disbursements	Amount.	
		\$	cts.
Romer & Co.....	Padlocks and keys for mail bags for Post Office Department.....	173	75
G. Mitchell.....	Six mail bags for Post Office Department.....	60	00
J. C. McLaren.....	Mail bags, labels, &c., for do.....	261	09
G. Winks & Co.....	Two leather bags for do.....	8	50
T. Keevil.....	Canvas bags for do.....	22	40
Mary Brock.....	Making canvas bags do.....	13	00
E. Mentoe.....	do do.....	27	30
W. Ferguson & Co.....	Linen for mail bags for do.....	14	63
W. Lewson.....	Repairing mail box for do.....	2	50
W. Steward.....	Labels, &c., for do.....	66	06
J. Charlesworth & Co.....	Canvas for bags for do.....	19	95
W. Stumau.....	Linen bags for do.....	129	25
A. Loughrey.....	Labels, &c., for do.....	29	50
Moore & Skinner.....	Linen for mail bags for do.....	12	45
J. Harper.....	Repairing a mail bag.....	0	25
C. T. Swanly.....	do mail bags.....	0	25
T. Stewart.....	do a mail bag.....	0	40
M. Devine.....	do do.....	0	75
W. Root.....	do mail bags.....	0	75
J. Thompson.....	do a mail bag.....	0	25
S. Green.....	do mail bags.....	0	40
W. Davidson.....	do do.....	0	25
J. Campbell.....	do a mail bag.....	0	12
N. Slesky.....	do do.....	0	75
A. Lariche.....	do mail bags.....	0	10
S. A. McIntyre.....	Oiling and repairing mail bags.....	0	90
J. Anderson.....	Repairing mail bags.....	1	00
T. Bailey.....	do do.....	1	50
A. Long.....	do do.....	1	00
J. Walker.....	do a mail bag.....	0	25
F. Potbier.....	do do.....	0	20
J. Munro.....	do do.....	0	25
D. Campbell.....	do do.....	0	75
Field & Davidson.....	do do &c.....	197	10
W. J. Hewitt.....	do do.....	0	25
C. H. Barley.....	do do.....	0	50
J. Coudu.....	do mail bags.....	0	90
Elizabeth Fobeley.....	Making canvas bags.....	0	75
W. McKenney.....	Repairing a mail bag.....	0	25
J. Grenache.....	do mail bags.....	1	02
J. Morrison.....	do a mail bag.....	0	25
J. Hicks.....	do do.....	0	10
R. Maybee.....	do mail bags.....	1	00
J. Burns.....	do do.....	3	20
M. Mullen.....	do canvas bags.....	6	00
A. Lockwood.....	Canvas bags, &c.....	2	00
J. C. Masson.....	Repairing a mail bag.....	0	40
J. P. Henderson.....	do mail bags.....	1	00
R. Edgar.....	do do.....	3	75
W. Simpson.....	do a mail bag.....	0	25
J. Barry.....	do do.....	0	25
C. Wait.....	do do.....	0	37
M. Dowsley.....	do do.....	0	48
M. Gurth.....	do mail bags.....	0	25
T. Murphy.....	do do.....	205	73
J. Louis.....	Leather for labels.....	15	16
J. B. Ertes.....	A canvas bag.....	0	25
W. Baird.....	Repairing mail bags.....	1	25
J. B. Renaud.....	do do.....	1	80

REPORT No. 2.—(Continued.)

DETAIL of all payments made for Making and Repairing Mail Bags, Mail Locks, &c., for the period from 1st October, 1863, to 30th June, 1864.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
J. Byers	Repairing mail bags	1	25
J. Algeo	do a mail bag	0	50
A. McIntosh	do do	0	12
J. Willisroft	Opening mail lock	0	13
J. Tanner	Repairing a mail bag	0	40
R. F. Mitchell	do do	0	60
H. S. Hunter	do do	0	15
W. Blackburn	do mail bags	5	30
Anne Henderson	Making canvas bags	4	50
W. McRae	Repairing mail bags	0	50
C. Merrill	do do &c.	0	50
A. Meloche	do do	5	25
J. B. Vogh	do a mail bag	0	25
A. Sbankland	do mail bags	1	50
Total		\$ 1318	71

O. MOWAT,

Postmaster General.

H. A. WICKSTEED,

Accountant.

REPORT No. 3.

A Report in detail of all charges for Salaries and Commissions, showing in each case the name of the person, the service or duty performed, and the amount paid, for the period between 1st October, 1863, and 30th June, 1864.

Name.	Service.	Amount.	
		\$	cts.
W. Buckingham.....	Secretary to Postmaster General, to 31st October, 1863.....	83	33
D. Matheson.....	do do from 23rd Nov., '63. to 31st May, '64.	261	11
B. H. Foley.....	do do from 1st April to 31st May, 1864...	83	34
H. J. Foley.....	do do from 1st to 30th June, 1864.....	41	66
E. C. Bayle.....	Temporary Clerk in P. O. D. from 4th March to 7th May, 1864.....	93	33
A. St. G. Cuff.....	do do 7th March to 30th June, 1864.....	166	64
G. O'Donohoe.....	do do 8th to 30th June, 1864.....	33	28
W. D. O'Brien.....	Laborer, 274 days.....	205	50
M. Bennett.....	do 274 do.....	271	00
J. Yorick.....	do 274 do.....	138	20
W. G. Sheppard.....	P. O. I. 2nd Class, Quebec Division.....	1200	00
A. A. de Gaspé.....	Assistant to P. O. I.....	750	00
J. Dupuis.....	Laborer in P. O. I.'s Office, Quebec, 9 months.....	54	00
E. F. King.....	P. O. I., Montreal Division.....	1500	00
C. W. Hayden.....	2nd Class Clerk.....	795	00
W. Ross.....	3rd do.....	570	00
C. A. Clarke.....	4th do.....	375	00
P. Nelligan.....	Messenger.....	205	50
M. Sweetnam.....	P. O. I., Kingston Division.....	1500	00
T. A. Mulkius.....	2nd Class Clerk.....	795	00
R. W. Barker.....	3rd do from 1st January, 1864 (transferred from P. O. D.)...	300	00
J. McNab.....	4th do to 31st December, 1863 (transferred to P. O. D.).....	125	00
J. Dewe.....	P. O. I., Toronto Division.....	1500	00
T. Jolley.....	2nd Class Clerk.....	705	00
W. Cuppage.....	3rd do.....	800	00
J. M. McLochlin.....	do do.....	480	00
H. W. Jackson.....	4th do.....	375	00
W. Fenwick.....	Messenger.....	274	00
G. E. Griffin.....	P. O. I., London Division.....	1500	00
G. Cox.....	2nd Class Clerk.....	795	00
H. A. Johnson.....	do do.....	675	00
P. Dower.....	4th do.....	375	00
A. Laing.....	Temporary Clerk, P. O. I.'s Office, London, 2 months.....	80	00
H. W. Blain.....	do do do 44 days.....	44	00
H. Miller.....	Messenger.....	180	00
QUEBEC POST OFFICE.			
J. Sewell.....	Postmaster.....	1050	00
R. G. Patton.....	Assistant Postmaster.....	1050	00
R. Glover.....	2nd Class Clerk.....	795	00
F. M. Bécoit.....	do do.....	795	00
J. E. Bolduc.....	do do.....	675	00
P. Gingras.....	3rd do.....	570	00
J. Grey.....	do do.....	570	00
B. Lucasse.....	do do.....	450	00
H. G. Dunlevie.....	do do.....	450	00
C. Chamberland.....	do do.....	450	00
O. Birn.....	do do.....	450	00
J. Bouchard.....	Letter Carrier.....	420	00
L. Morel.....	do do.....	270	00
F. Angers.....	do do.....	270	00
P. Neville.....	do do.....	270	00
M. Marticotte.....	Temporary Letter Carrier, 9 months.....	270	00
T. Sheehan.....	Messenger.....	225	00
T. Daly.....	do do.....	180	00

REPORT No. 3.—Detail of all charges for Salaries and Commissions, &c., for the period between 1st October, 1863, and 30th June, 1864.—Continued.

Name.	Service.	Amount.	
		\$	cts.
QUEBEC POST OFFICE.—Continued.			
D. Logie.....	Additional gratuity on his services being dispensed with (as 2nd Class Clerk, P.O., Quebec), per Order in Council, dated 4th Nov. 1863.....	500	00
MONTREAL POST OFFICE.			
E. S. Freer.....	Postmaster.....	1500	00
B. McEvenue.....	Assistant Postmaster.....	1050	00
M. Emery.....	2nd Class Clerk.....	795	00
H. Huddell.....	do.....	795	00
McD. Simpson.....	do.....	795	00
M. Murphy.....	do.....	795	00
U. Benoit.....	3rd do.....	570	00
J. McKeon.....	do.....	570	00
A. Robertson.....	do.....	570	00
L. Malard.....	do.....	570	00
A. Green.....	do.....	450	00
J. T. Wright.....	4th Class Clerk to 30th Aug., and 3rd Class Clerk from 31st Aug., '63.....	458	34
A. D'Amour.....	do.....	375	00
V. Baillargeon.....	do.....	375	00
J. J. Stuart.....	do.....	375	00
J. Vallée.....	do to 31st Jan., 1864 (to Railway Mail Service).....	166	97
J. Ferguson.....	do from 1st Feb. to 31st May, 1864 (from Railway Mail Service to Ocean Mail Service).....	166	87
T. F. Larsenour.....	do.....	375	00
H. A. Bourcet.....	do.....	375	00
J. Forsyth.....	do.....	375	00
J. L. Palmer.....	do.....	375	00
D. Robinson.....	do.....	375	00
W. FitzGerald.....	do.....	375	00
H. A. Lemieux.....	do.....	375	00
W. Pinton.....	do.....	375	00
W. J. Pennell.....	do.....	375	00
L. Plamondon.....	Temporary Clerk from 7th Dec., 1863.....	272	25
C. A. Raymond.....	Temporary Letter Carrier 25 days, and temporary Clerk 5 months.....	240	15
F. X. Beauguard.....	Temporary Clerk from 25th May, 1864.....	51	06
J. C. Simms.....	do from 9th June, 1864.....	39	55
P. E. Bucke.....	Clerk from 1st Oct., 1863, to 31st Jan., 1864, including arrears of salary from 1st March, 1863, to 31st Jan., 1864.....	346	66
P. O'Reilly.....	Letter Carrier.....	420	00
J. J. Drew.....	do.....	420	00
A. A. Auger.....	do.....	420	00
L. Laffricain.....	do.....	420	00
S. Johnston.....	do.....	420	00
O. Filatreault.....	do.....	360	00
E. Mayer.....	Temporary Letter Carrier, 9 months.....	420	00
D. O'Hart.....	do do do.....	420	00
W. O'Reilly.....	do do 31 days.....	31	00
J. Mullin.....	Office-keeper.....	258	00
M. Mullin.....	Messenger.....	182	67
KINGSTON POST OFFICE.			
R. Deacon.....	Postmaster.....	1380	00
D. Delaney.....	3rd Class Clerk to 31st Dec., 1863.....	225	00
A. Magurn.....	do.....	600	00
C. L. Stephens.....	do.....	450	00
W. Shannon.....	do.....	450	00

REPORT No. 3.—Detail of all charges for Salaries and Commissions, &c., for the period between 1st October, 1863, and 30th June, 1864.—Continued.

Name.	Service.	Amount.	
		\$	cts.
KINGSTON POST OFFICE.—Continued.			
J. Kelly.....	4th Class Clerk.....	375	00
R. T. Burns.....	do from 3rd Dec., 1863.....	287	96
P. Lindsay.....	Letter Carrier.....	300	00
L. Brock.....	Messenger.....	225	00
TORONTO POST OFFICE.			
J. Lesslie.....	Postmaster.....	1500	00
G. H. Backus.....	Assistant Postmaster.....	1050	00
J. H. Davis.....	2nd Class Clerk.....	795	00
J. Carruthers.....	do.....	795	00
A. Fenwick.....	do.....	795	00
D. Spry.....	3rd do to 29th Feb., 1864 (to Railway Mail Service).....	316	66
A. Graham.....	do to 31st Dec., 1863 (to Ocean Mail Service).....	190	00
A. Cooper.....	do.....	570	00
A. Barley.....	do.....	570	00
A. Langley.....	do.....	570	00
A. Corke.....	do.....	570	00
E. G. Bennett.....	do from 1st Jan., 1864 (from Ocean Mail Service).....	380	00
J. Saulter.....	do from 16th March, 1861 (from Railway Mail Service).....	210	96
J. Forsyth.....	do.....	450	00
W. Beatty.....	do.....	450	00
A. MacPherson.....	do to 29th Feb., 1864.....	250	00
G. B. Douglas.....	4th do.....	375	00
A. Harstone.....	do.....	375	00
H. F. Falkiuer.....	do.....	375	00
W. Langley.....	do.....	375	00
J. C. Patterson.....	do from 28th Sept., 1863, to 14th Feb., 1864 (to Railway Mail Service).....	191	52
R. D. Campbell.....	do from 12th Feb., 1864 (from Railway Mail Service).....	192	52
D. P. Ross.....	do from 1st March 1864.....	166	66
J. McCloskey.....	Letter Carrier.....	330	00
J. Ross.....	do.....	300	00
P. Ross.....	do.....	225	00
T. Harrington.....	do.....	225	00
E. P. Johnson.....	do to 29th Feb., 1864.....	125	00
J. Bernard.....	Box Collector.....	225	00
T. Crotty.....	do.....	225	00
J. Hudson.....	Temporary Letter Carrier, 3 months and 19 days.....	96	00
J. Alston.....	do do 7 days, and temporary Messenger 10 days.....	17	00
J. Loughman.....	Messenger.....	240	00
Mrs. Loughman.....	Housekeeper.....	45	00
HAMILTON POST OFFICE.			
E. Ritchie.....	Postmaster.....	1500	00
C. Howard.....	2nd Class Clerk.....	795	00
A. Crisp.....	do.....	795	00
H. Colbeck.....	do.....	675	00
J. B. Enger.....	3rd do to 27th April, 1864.....	437	01
H. A. Eager.....	do.....	570	00
J. A. Smith.....	do.....	570	00
G. H. Armstrong.....	do.....	570	00
P. H. Rymal.....	4th do to 7th Jan., 1864.....	134	38
T. Burns.....	do from 12th March, 1864.....	151	87
A. Burns.....	Messenger.....	225	00
T. Hilliard.....	For taking charge of mail bags at night at the Great Western Railway Station, Hamilton, one year, to 31st March, 1864.....	50	00

REPORT No. 3.—Detail of all charges for Salaries and Commissions, &c., for the period between 1st October, 1863, and 30th June, 1864.—*Continued.*

Name.	Service.	Amount.	
		\$	cts.
LONDON POST OFFICE.			
L. Lawless.....	Postmaster.....	1380	00
R. J. C. Dawson.....	Assistant Postmaster.....	750	00
J. Gordon.....	3rd Class Clerk.....	570	00
F. French.....	do.....	450	00
J. D. Sharman.....	do.....	450	00
T. Collisson.....	4th do to 31st Dec., 1863.....	125	00
J. Carry.....	do.....	375	00
H. Dalton.....	do.....	375	00
J. Brennan.....	do from 6th Feb. to 31st May, 1864.....	159	47
J. Kenrey.....	do from 2nd June, 1864.....	40	27
J. C. Lawless.....	Temporary Clerk, 114 days.....	150	43
FORT WILLIAM (LAKE SUPERIOR).			
R. McVicar.....	Postmaster from 1st July to 31st Dec., 1863.....	100	00
Christina McVicar.....	Acting for Postmaster from 1st Jan. to 30th June, 1864.....	100	00
PARIS (STATION) OFFICE.			
Amount expended for Clerkage at Distributing Office, Paris Railway Station, for the Great Western and Buffalo & Lake Huron lines of railway, from 1st Jan. to 30th June, 1864.....		400	00
PORT HOPE.			
J. H. McNairn.....	Attending to night mails at Grand Trunk Railroad Station (9 months) to 30th June, 1864.....	45	00
RAILWAY MAIL SERVICE.			
<i>(Foreign.)</i>			
T. O. Butler.....	Foreign Mail Clerk.....	750	00
R. McGillivray.....	do do.....	750	00
M. Malone.....	do do.....	750	00
<i>(Home.)</i>			
A. McCarthy.....	1st Class Mail Clerk.....	669	46
J. T. Medworth.....	do to 29th Feb., 1864.....	366	66
J. T. C. Murphy.....	do including night duty.....	820	42
H. A. Murphy.....	do do.....	816	24
P. Purdon.....	do.....	683	65
B. D. D. Rorison.....	do.....	660	00
D. Spry.....	do from 1st March, 1864 (from Toronto P. O.).....	240	00
C. L. Walker.....	do.....	660	00
J. Wynn.....	do.....	660	00
J. Bayley.....	2nd do including night duty.....	600	00
D. Campbell.....	do to 31st Dec., 1863.....	160	00
R. D. Campbell.....	do to 31st Jan., 1864 (to P. O., Toronto).....	200	00

REPORT No. 3.—Detail of all charges for Salaries and Commissions, &c., for the period between 1st October, 1863, and 30th June, 1864.—Continued.

Name.	Service.	Amount.	
		\$	cts.
RAILWAY MAIL SERVICE.—Continued.			
<i>(Home)</i>			
A. Carruthers.....	2nd Class Mail Clerk.....	540	00
N. W. H. Curtis.....	do.....	540	00
F. Davidson.....	do.....	540	00
J. C. Derriners.....	do.....	545	58
J. F. Fenwick.....	do.....	450	00
A. Findlay.....	do.....	660	00
A. Herby.....	do.....	540	00
T. McDermick.....	do.....	540	00
A. G. McWhinney.....	do.....	540	00
W. Mathews.....	do.....	540	00
P. Norris.....	do.....	656	67
J. H. Noyes.....	do.....	540	00
P. Pennock.....	do.....	540	00
F. Pridham.....	do.....	499	26
D. A. Ross.....	do do.....	600	00
J. J. Ross.....	do.....	540	00
J. Sauter.....	do.....	329	03
W. Sheppard.....	do.....	540	00
A. Somerville.....	do.....	543	32
J. D. Thomson.....	do do.....	658	52
A. Walkley.....	do do.....	600	00
R. N. Weyland.....	do.....	540	00
M. Wright.....	do.....	540	00
J. G. Wright.....	do.....	540	00
J. L. Ansell.....	do.....	397	50
J. O. Bennett.....	do.....	12	00
G. A. Burnham.....	do.....	390	00
W. Butler.....	do.....	390	00
T. W. Cartwell.....	do.....	390	00
A. Conihard.....	do.....	435	00
J. Ferguson.....	do.....	178	33
W. Fraser.....	do.....	363	61
J. Gauvin.....	do do.....	402	30
W. E. Griffith.....	do.....	372	36
S. Hume.....	do.....	360	00
P. Hynes.....	do.....	59	35
G. Jones.....	do.....	413	61
E. LeFebvre.....	do do do.....	424	16
C. LeFebvre.....	do do do.....	400	00
F. A. Lett.....	do do do.....	400	83
J. McKay.....	do.....	420	00
A. F. McPherson.....	do.....	240	00
P. J. Maher.....	Temporary Mail Clerk from 28th Dec., 1863, to 31st Jan., 1864, and 3rd Class Mail Clerk from 1st Feb., 1864.....	245	14
B. Michaud.....	2nd Class Mail Clerk (including night duty).....	379	69
W. M. Murphy.....	do do.....	423	97
J. C. Patterson.....	do.....	180	69
J. Plunkett.....	do.....	390	00
A. G. Sanders.....	do.....	390	00
A. Thomson.....	do.....	374	35
J. Valée.....	do.....	225	00
A. J. Van Ingen.....	do do do.....	480	00
B. T. Gaudry.....	Temporary Mail Clerk, 2 days.....	4	00
G. Patterson.....	do 10 do.....	15	00
J. Pennock.....	do 18 do.....	27	00
D. C. Boehmker.....	do 2 months, 20 days.....	106	60
O. A. Spier.....	do 86 days.....	113	19
P. Struthers.....	do 5 do.....	7	50
W. Weight.....	do 7 months, 18 days.....	304	00

REPORT No. 3.—Detail of all charges for Salaries and Commissions, &c., for the period between 1st October, 1863, and 30th June, 1864.—*Continued.*

Name.	Service.	Amount.	
RAILWAY MAIL SERVICE.— <i>Continued.</i> (<i>Home.</i>)		\$	cts.
W. M. Wells.....	Service in receiving and delivering mails at Grand Trunk Railroad Station, Windsor Mills, C. E., October and November, 1863.....	4	00
Baggagemen and others on G. W. & L. & P. S. R.R.	Gratuities for taking charge of mail bags entrusted to them during the year 1863.....	150	00
Baggagemen on O., S. & H. R.R.....	do do do	50	00
Total.....		\$ 106955	61

O. MOWAT,

Postmaster General.

H. A. WICKSTEED,

Accountant.

REPORT No. 3—Continued—AND E IN REPORT No. 4.

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Abbot's Corners.....	Postmaster.....	1	03	1	50
Abbotsford.....	do.....	40	77	4	50
Aberarder.....	do.....	19	16	1	50
Abercorn.....	do.....	8	73	1	50
Aberfoyle.....	do.....	38	14	2	25
Abingdon.....	do.....	11	15	1	50
Acton.....	do.....	114	58	2	25
Acton Vale.....	do.....	350	55	6	00
Adamsville.....	do.....	19	60	1	50
Adare.....	do.....	29	79	1	50
Addison.....	do.....	23	85	3	00
Adelaide.....	do.....	48	36	6	00
Admaston.....	do.....	13	16	1	50
Adolphustown.....	do.....	34	83	3	00
Agincourt.....	do.....	25	31	1	50
Ailsa Craig.....	do.....	70	45	1	50
Alberton.....	do.....	15	87	1	50
Albion.....	do.....	134	90	31	00
Albury.....	do.....	8	85	1	50
Aldboro'.....	do.....	45	30	3	00
Aldershott.....	do.....	17	04	1	50
Aldersville.....	do.....	18	56	1	50
Alexandria.....	do.....	164	24	2	25
Alfred.....	do.....	18	97	1	50
Algonquin.....	do.....	3	77	1	50
Allanburg.....	do.....	39	69	2	25
Allendale Mills.....	do.....	17	61	1	50
Allan Park.....	do.....	17	02	1	50
Allan's Corners.....	do.....	24	44	3	00
Allendale.....	do.....	41	61	1	50
Allisonville.....	do.....	9	61	1	50
Alliston.....	do.....	16	40	1	50
Allea.....	do.....	9	09	1	50
Allumette Island.....	do.....	32	95	1	50
Alma.....	do.....	32	50	1	50
Almira.....	do.....	11	31	1	50
Almonte.....	do.....	211	41	3	00
Alport.....	do..... (From 1st December, 1863)	8	81	1	17
Alton.....	do.....	26	95	1	50
Altona.....	do.....	27	75	1	50
Alvanley.....	do..... (From 1st March, 1864)	1	82	0	87
Alvinston.....	do.....	15	05	1	50
Ameliasburg.....	do.....	26	69	1	50
Amersburg.....	do.....	231	83	15	00
Amiens.....	do.....	15	30	1	50
Amulree.....	do..... (From 1st January, 1864)	2	79	1	00
Ancaster.....	do.....	144	02	6	00
Ancienne Lorette.....	do.....	7	61	1	50
Ange Gardien.....	do..... (Including 23 cents arrears for Stationery)	5	46	1	83
Angus.....	do.....	94	31	1	50
Antrim.....	do.....	8	22	1	50
Appin.....	do.....	39	03	1	50
Appleby.....	do.....	14	36	1	50
Appleton.....	do.....	30	95	1	50
Apto.....	do.....	17	54	1	50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Com- mission, &c.		Allow- ance for Station- ery.	
		\$	cts.	cts.	cts.
Andrea.....	Postmaster (From 1st June, 1864).....	0	37	0	17
Argyle.....	do.....	22	04	1	50
Arina ne.....	do.....	64	07	1	50
Arkell.....	do.....	12	71	1	50
Arkona.....	do.....	129	70	1	50
Arkwright.....	do.....	25	65	1	50
Arlington.....	do.....	22	35	1	50
Armagh.....	do.....	3	21	1	50
Arnprior.....	do.....	281	39	12	00
Artemesia.....	do.....	74	34	6	00
Arthabaska Station.....	do.....	71	95	1	50
Arthur.....	do.....	93	34	1	50
Arva.....	do.....	52	99	1	50
Ascot Corner.....	(From 1st June, 1864).....	0	26	0	17
Ashburn.....	do.....	39	80	1	50
Ashburnham.....	do.....	31	64	1	50
Ashfield.....	(Re-opened 1st March, 1864).....	8	73	0	67
Ashgrove.....	do.....	12	17	1	50
Ashton.....	do.....	21	70	3	00
Ashworth.....	do.....	5	56	1	50
Atha.....	do.....	7	17	1	50
Athelstan.....	do.....	21	71	1	50
Athens.....	do.....	4	39	1	50
Atherly.....	do.....	37	05	1	50
Achlone.....	do.....	20	95	1	50
Athol.....	do.....	23	34	1	50
Auburn.....	do.....	27	91	1	50
Audley.....	do.....	14	75	1	50
Aughrim.....	do.....	11	42	1	50
Aultsville.....	do.....	54	70	3	00
Aurora.....	do.....	200	20	6	00
Avening.....	do.....	10	46	1	50
Avoca.....	do.....	4	02	1	50
Avon.....	do.....	21	96	1	50
Avon Bank.....	do.....	10	73	1	50
Avonmore.....	(From 1st April, 1864).....	1	33	0	50
Avonton.....	(From 1st November, 1863).....	8	20	1	33
Aylmer, East.....	do.....	432	27	12	00
Aylmer, West.....	do.....	272	91	4	50
Aylwin.....	do.....	21	80	1	50
Ayr.....	do.....	309	06	7	50
Ayton.....	do.....	15	08	1	50
Baby's Point.....	do.....	18	35	3	00
Babyville.....	do.....	3	20	1	50
Baden.....	do.....	55	27	1	50
Bagot.....	do.....	23	89	1	50
Bagotville.....	do.....	22	31	1	50
Baillargeon.....	do.....	4	81	1	50
Baillieboro'.....	do.....	39	04	1	50
Balderson.....	do.....	15	22	1	50
Baldwin.....	do.....	2	55	1	50
Ballantrae.....	do.....	11	00	1	50
Ballinafad.....	do.....	23	91	1	50
Ballyeroy.....	do.....	15	49	1	50
Ballyduff.....	do.....	15	82	1	50
Ballymote.....	do.....	3	30	1	50
Balmoral.....	do.....	15	79	1	50
Balsam.....	do.....	26	25	1	50
Baltimore.....	do.....	41	89	1	50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.
		\$	cts.	\$ cts.
Bamberg.....	Postmaster.....	7	99	1 50
Banda.....	do.....	7	73	1 50
Bandon.....	do.....	4	29	1 50
Bangor.....	do.....	12	35	1 50
Bannockburn.....	do.....	10	45	1 50
Barnett.....	do.....	22	99	1 50
Barnston.....	do.....	42	09	2 25
Barrio.....	do.....	750	48	9 00
Barrington.....	do.....	6	26	1 50
Bartonville.....	do.....	21	72	1 50
Bath.....	do.....	119	57	9 00
Batiscan.....	do.....	31	33	1 50
Batiscan Bridge.....	do.....	91	14	3 00
Battersca.....	do.....	19	64	1 50
Bayfield.....	do.....	211	34	2 25
Bayham.....	do.....	44	83	6 00
Beachburg.....	do.....	63	45	3 00
Beachville.....	do.....	168	78	4 50
Beamsville.....	do.....	141	03	4 50
Bearbrook.....	do.....	9	87	1 50
Beauharnois.....	do.....	155	82	9 00
Beaumont.....	do.....	16	60	1 50
Beauport.....	do.....	18	23	1 50
Beaverton.....	do.....	157	98	7 50
Bécanecour.....	do.....	62	91	3 00
Bécanecour Station.....	do.....	35	05	1 50
Bedford.....	do.....	85	27	6 00
Beebe Plain.....	(From 1st April, 1864).....	1	76	0 50
Belfast.....	do.....	16	89	1 50
Belford.....	do.....	12	53	1 50
Belfountain.....	do.....	4	41	1 50
Belle Rivière.....	do.....	27	41	1 50
Belleville.....	do.....	1437	75	18 00
Bell Ewart.....	do.....	62	36	1 50
Bellrock.....	do.....	6	15	1 50
Bell's Corners.....	do.....	26	66	1 50
Belmont.....	do.....	55	31	1 50
Belmore.....	do.....	45	54	1 50
Belœil Station.....	do.....	7	82	1 50
Belœil Village.....	do.....	45	40	3 00
Benmiller.....	do.....	12	67	1 50
Bennett.....	do.....	1	83	1 50
Bennie's Corners.....	do.....	16	27	1 50
Bensfort.....	do.....	7	06	1 50
Bentinec.....	do.....	401	49	12 00
Beresford.....	(From 1st July, 1863).....	4	75	2 00
Berkely.....	do.....	10	22	1 50
Berlin.....	do.....	658	81	24 00
Berne.....	(From 1st December, 1863).....	8	19	1 17
Bersimis.....	do.....	2	40	1 50
Berthier, en bas.....	do.....	20	11	3 00
Berthier, en haut.....	do.....	318	60	12 00
Bervie.....	do.....	19	54	1 50
Berwick.....	do.....	30	23	1 50
Berlinny.....	do.....	73	50	6 00
Bethel (late North Ely).....	do.....	3	40	1 50
Bethune.....	do.....	0	26	1 50
Bewdley.....	do.....	13	08	1 50
Bie.....	do.....	38	55	1 50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Binbrook	Postmaster	29	57	1	50
Birehton	do	12	79	1	50
Birkhall	do	9	49	1	50
Birmingham	do	4	10	1	50
Birr	do	39	16	1	50
Bishop's Mills	do	9	39	1	50
Black Creek	do	30	74	1	50
Black Heath	do	3	94	1	17
Black River Station	do	14	34	1	50
Blair	do	21	83	1	50
Blakeston	do	12	73	1	50
Blanford	do	0	11	0	17
Blantyre	do	12	99	1	50
Blessington	do	14	18	1	50
Bloomfield	do	56	92	2	25
Bloomingsdale	do	9	61	1	50
Bloomington	do	7	96	1	50
Bloomsburg	do	18	90	1	50
Bluerals	do	43	97	1	50
Blyth	do	81	21	1	50
Blytheswood	do	14	34	1	50
Bobaygeon	do	107	66	1	50
Bodmin	do	17	31	1	50
Bogart	do	3	96	1	50
Bolsaver	do	5	25	0	50
Bomanton	do	11	42	1	50
Bond Head	do	110	94	6	00
Bongard's Corners	do	7	39	1	50
Borella	do	44	39	1	50
Bornholm	do	9	07	1	50
Boscobel	do	1	32	1	50
Boston	do	31	31	1	50
Bosworth	do	9	30	1	50
Bothwell	do	105	46	1	50
Boucherville	do	29	13	1	50
Bourg Louis	do	7	39	1	50
Bowmanville	do	863	25	9	00
Bowmore	do	54	28	3	00
Bowood	do	11	40	1	50
Boyne	do	9	76	2	00
Bradford	do	307	72	6	00
Bramar	do	11	83	1	50
Brampton	do	375	34	6	00
Branchton	do	40	30	1	50
Brantford	do	1329	21	30	00
Broudbanc	do	13	04	1	50
Brechin	do	17	99	1	50
Brentwood	do	0	89	0	33
Breslaw	do	27	65	1	50
Brewer's Mills	do	24	82	1	50
Brewster	do	8	43	1	50
Bridgenol	do	1	78	1	50
Bridgenorth	do	9	18	1	50
Bridgeport	do	34	24	1	50
Bridgewater	do	30	99	1	50
Brigham	do	20	62	1	50
Bright	do	64	86	1	50
Brighton	do	417	92	18	00
Brinkworth	do	3	00	0	88
	(Closed 1st March, 1864).....				

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Bristol.....	Postmaster	32	55	1	50
Britannia.....	do	17	25	1	50
Britonville.....	do	4	25	1	50
Brock.....	do	12	35	1	50
Brockville.....	do	1441	65	36	00
Brodbagen.....	do	2	99	1	50
Brome.....	do	35	88	3	00
Bromemere.....	do	3	37	1	50
Brompton.....	do	5	90	1	50
Brompton Falls.....	do	50	62	4	50
Bronte.....	do	46	6	1	50
Brooklin.....	do	108	12	4	50
Brooksdale.....	do	22	64	1	50
Brougham.....	do	47	85	2	25
Broughton.....	do	2	97	1	50
Brownsburg.....	do	2	50	1	50
Brownsville.....	do	32	47	1	50
Brucefield.....	do	76	03	1	50
Bruce Mines.....	do	118	67	6	00
Brudenell.....	do	30	89	1	50
Brunswick.....	do	8	04	1	50
Bryanston.....	do	12	05	1	50
Buckhorn.....	do	17	86	1	50
Buckingham.....	do	153	78	4	50
Buckland.....	do	3	60	1	50
Bulstrode.....	do	4	01	1	50
Bulwer.....	do	4	72	1	50
Burford.....	do	109	00	9	00
Burgessville.....	do	50	64	1	50
Burnbrae.....	do	24	20	1	50
Burubamthorp.....	do	7	98	1	50
Burns.....	do	3	74	1	50
Burnstown.....	do	34	98	4	50
Burritt's Rapids.....	do	82	34	2	25
Burtch.....	do	11	37	1	50
Burton.....	do	12	38	1	50
Bury's Green.....	do	4	08	1	50
Bute.....	do	6	47	1	50
Buttonville.....	do	26	75	1	50
Buxton.....	do	31	56	1	50
Byron.....	do	16	98	1	50
Cacouna.....	do	87	60	3	00
Cesarea.....	do	14	99	1	00
Cainsville.....	do	41	53	1	50
Caintown.....	do	8	66	1	50
Caistor.....	do	16	67	1	50
Caistorville.....	do	26	53	1	50
Calabogie.....	do	7	52	1	50
Caldwell.....	do	6	16	1	50
Calctor.....	do	66	75	1	50
Caledon East.....	do	49	10	1	50
Caledonia Springs.....	do	0	33	0	33
Calumet Island.....	do	22	18	1	50
Cambrue.....	do	9	00	1	50
Cambray.....	do	26	26	1	50
Camden East.....	do	54	71	3	00
Cameron.....	do	6	85	1	50
Canilla.....	do	11	75	1	50
Camachie.....	do	5	03	6	33
	(Closed 1st November, 1863).....	0	33	0	33
	(From 1st May, 1864).....	5	03	6	33

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Campbellford	Postmaster	134	25	6	00
Campbell's Cross	do	33	92	1	50
Campbellville	do	27	33	1	50
Campden	do	18	92	1	50
Canboro'	do	31	64	4	50
Canfield	do	72	83	6	00
Cannifton	do	47	36	1	50
Canning	do	20	74	1	50
Callington	do	78	85	4	50
Canrobert	do	16	96	1	50
Cantley	do	13	28	1	50
Canton	do	16	34	1	50
Cape Cove	do	30	22	2	25
Cape Rich	do	9	61	1	50
Cap Magueleine	do	5	69	1	50
Cap Rouge	do	16	25	1	50
Cap St. Ignace	do	36	49	1	50
Cap Santé	do	35	92	6	00
Carden	do	32	54	1	50
Carillon	do	49	09	12	00
Carleton, B. C.	do	151	81	12	00
Carleton Place	do	125	83	6	00
Carlingford	do	19	40	1	50
Carlisle	do	34	09	1	50
Carlow	(Including arrears for Stationery from 1st October, 1861)	16	69	7	00
Carlsruhe	do	1	79	0	33
Carlton, West	do	15	58	1	50
Carluk	do	22	04	1	50
Carnegie	do	3	22	1	50
Carp	do	42	78	1	50
Carronbrook	do	93	99	1	50
Carthage	do	19	97	1	50
Cartwright	do	42	49	1	50
Casbel	do	10	96	1	50
Cashmere	do	25	18	1	50
Casselman	do	5	51	1	50
Castlebar	do	23	61	1	50
Castleford	do	7	12	3	00
Castlemore	do	12	73	1	50
Castleton	do	50	63	1	50
Catbert	do	17	57	1	50
Caughnawaga	do	38	29	1	50
Cavagnol	do	19	72	1	50
Cavan	do	32	44	3	00
Cayuga	do	160	11	3	00
Cedar Grove	do	11	37	1	50
Cedar Hill	do	6	31	1	50
Cedars	do	23	32	6	00
Cedarville	do	10	91	1	50
Centre Augusta	do	3	10	1	50
Centreton	do	8	15	1	50
Centreville	do	41	06	2	25
Chambly Basin	do	70	96	1	50
Chambly Canton	do	163	03	15	00
Champlain	do	34	12	1	50
Charing Cross	do	59	78	6	00
Charlesbourg	do	9	43	1	50
Charlotten	do	7	60	1	50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c.; also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Charleville	Postmaster.....	3	90	1	50
Chateauguay	do	22	56	2	25
Chateauguay Basin.....	do	13	97	2	25
Chateau Richer.....	do	57	58	6	00
Chatham, West.....	do	1022	68	36	00
Chatsworth	do	66	44	4	50
Chenepide.....	do	14	72	1	50
Chelsen.....	do	67	28	3	00
Cheltenham.....	do	38	32	3	00
Cherry Creek.....	do	7	56	1	50
Cherry Valley.....	do	15	95	1	50
Chertsey	do	4	22	1	50
Chester	do	21	61	1	50
Chesterfield.....	do	12	87	1	50
Chichester.....	do	23	59	1	50
Chicoutimi.....	do	92	19	6	00
Chippawa.....	do	244	59	9	00
Churchill.....	do	16	47	1	50
Churchville.....	do	24	78	3	00
Clachan.....	do	4	76	1	50
Claremont.....	do	5	60	1	50
Clarenc.....	do	71	12	2	50
Clarencville.....	do	63	30	3	00
Clarendon.....	do	11	14	1	50
Clarendon Centre.....	do	40	51	1	50
Clareview.....	do	4	01	1	50
Clarke.....	do	89	64	3	00
Clarksburg.....	do	41	83	1	50
Claude.....	do	22	70	1	50
Clayton.....	do	32	41	1	50
Clear Creek.....	do	25	07	1	50
Clearville.....	do	36	75	1	50
Clifford.....	do	46	87	1	50
Clifton.....	do	424	89	30	00
Clinton.....	do	330	25	4	50
Clontarf.....	do	35	47	4	00
Clover Hill.....	do	40	36	1	50
Cloyne.....	do	9	31	1	50
Clyde.....	do	74	28	1	50
Coaticook.....	do	262	45	1	50
Cobden.....	do	21	55	1	50
Coboconk.....	do	26	16	1	50
Cobourg.....	do	1232	23	36	00
Codrington.....	do	18	07	1	50
Colborne.....	do	281	43	12	00
Colchester.....	do	53	26	2	25
Coldsprings.....	do	18	97	1	50
Coldstream.....	do	12	56	1	50
Coldwater.....	do	31	23	1	50
Colebrook.....	do	11	83	1	50
Coleraine.....	do	16	81	1	50
Collinville.....	do	6	05	1	50
Collfield.....	do	23	42	1	50
Collingwood.....	do	694	95	18	00
Collin's Bay.....	do	16	00	1	50
Colpoys Bay.....	do	11	72	1	50
Columbus.....	do	72	10	3	00
Comber.....	do	22	58	1	50
Combe.....	do	16	59	1	50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—*Continued.*

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Compton.....	Postmaster.....	268	77	9	00
Concord.....	do.....	38	70	1	50
Conestogo.....	do.....	46	46	1	50
Conroy.....	do (Re-opened 1st January, 1864).....	3	59	1	00
Consecon.....	do.....	81	15	3	00
Constance.....	do.....	25	49	1	50
Contraceour.....	do.....	32	28	1	50
Conway.....	do (Arrears for Stationery from 1st January, 1864).....	21	32	2	50
Cookshire.....	do.....	72	85	1	50
Cookstown.....	do.....	133	89	4	50
Cooksville.....	do.....	67	40	6	00
Cooper.....	do.....	8	62	1	50
Copetown.....	do.....	39	09	2	25
Cornwall.....	do.....	635	96	24	00
Corunna.....	do.....	51	22	3	00
Côteau du Lac.....	do.....	39	75	6	00
Côteau Landing.....	do.....	116	44	9	00
Côteau Station.....	do (Including arrears for Stationery from 1st April, 1863).....	66	51	4	00
Côte des Neiges.....	do.....	29	97	1	50
Côte St. Paul.....	do.....	25	21	1	50
Courtland.....	do (From 1st June, 1864).....	1	79	0	17
Coventry.....	do.....	7	61	1	50
Covey Hill.....	do.....	15	99	1	50
Cowal.....	do (From 1st December, 1863).....	2	19	1	17
Cowansville.....	do.....	90	62	6	00
Craighurst.....	do.....	34	05	1	50
Craigleith.....	do.....	4	77	1	50
Craigvale.....	do.....	42	62	1	50
Cranbourne.....	do.....	3	88	1	50
Crawford.....	do.....	3	80	1	50
Credit.....	do.....	48	86	6	00
Crediton.....	do.....	24	30	1	50
Creek Bank.....	do.....	11	44	1	50
Greenore.....	do.....	46	57	1	50
Cressy.....	do.....	14	19	1	50
Crieff.....	do.....	10	72	1	50
Crinan.....	do.....	6	18	1	50
Cromarty.....	do (Closed 20th April, 1864).....	11	41	1	17
Cross Hill.....	do.....	32	50	1	50
Cross Point.....	do.....	30	49	1	50
Croton.....	do.....	15	81	1	50
Crowland.....	do.....	28	40	1	50
Croydon.....	do.....	13	96	1	50
Crysler.....	do.....	23	59	1	50
Culloden.....	do.....	36	27	1	50
Cumberland.....	do.....	88	00	4	50
Cumtinsville.....	do.....	37	67	3	00
Cumnock.....	do.....	18	82	1	50
Curran.....	do.....	14	05	1	50
Cushing (late Chatham East).....	do.....	38	20	2	25
Daillehout.....	do.....	27	84	1	50
Dalesville.....	do.....	15	85	1	50
Dalhousie Mills.....	do.....	29	14	1	50
Dalstou.....	do.....	13	36	1	50
Danforth.....	do.....	7	57	1	50
Danville.....	do.....	225	33	3	00
Darrell.....	do.....	7	31	1	50

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Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Dartford	Postmaster	15	71	1	50
Davenport	do	9	24	1	50
Dawn Mills	do	28	13	1	50
Daywood	do	4	08	1	50
Dealtown	do	15	7	1	50
De Cawsville	do	13	72	1	50
Deerharst	do	7	71	1	50
Delaware	do	163	20	12	00
Delhi	do	97	25	6	00
Delta	do	50	53	6	00
Demorestville	do	51	20	1	50
Denis-on's Mills	do	5	52	1	50
Deniston	do	12	12	1	50
Danmark	do	2	42	1	50
De Ramsay	do	4	07	1	50
Derham	do	171	66	3	00
Derry West	do	18	88	1	50
Deschambault	do	45	48	1	50
Desmond	(From 1st March, 1864)	1	51	0	67
Détour du Lac	do	12	71	1	50
Devizes	do	9	69	1	50
Devon	do	49	72	1	50
Bewittville	do	16	82	1	50
Bexter	do	11	19	1	50
Diamond	do	7	00	1	50
Dickinson's Landing	do	115	00	3	00
Dingle	do	187	36	1	50
Dixon's Corners	do	21	25	1	50
Domaine de Gentilly (late Blau- ford)	do	1	96	1	50
Donegal	do	8	87	1	50
Doon	do	37	66	1	50
Doran	do	3	45	1	50
Dorchester	do	23	36	1	50
Dorchester Station	do	28	01	1	50
Douglas	do	46	37	2	25
Douglastown	do	13	31	1	50
Dover South	do	5	94	1	50
Downeyville	do	15	95	1	50
Drayton	do	84	11	1	50
Dresden	do	90	11	2	25
Drew's Mills	do	2	28	1	50
Dromore	do	9	51	1	50
Drumho	do	118	14	1	50
Drummondville, East	do	91	42	4	50
Drummondville, West	do	159	94	6	00
Drumquin	do	8	84	1	50
Drury	(From 1st May, 1864)	0	44	0	33
Duart	do	46	37	1	50
Dudswell	do	14	13	1	50
Dufferin	(From 1st December, 1863)	3	93	1	17
Dunblane	do	5	08	1	50
Dunbray	do	5	32	1	50
Dunbar	do	15	55	1	50
Dunbarton	do	51	88	1	50
Duncrief	do	7	12	1	50
Dundalk	do	10	86	1	50
Dundas	do	560	26	12	00
Dundee	do	45	68	3	00

REPORT NO. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Dundas Centre.....	Postmaster (From 1st February, 1864).....	2	85	0	83
Dungannon.....	do.....	44	31	1	50
Dunham.....	do.....	123	38	4	50
Dunkeld.....	do.....	13	22	1	50
Dunnville.....	do.....	317	38	12	00
Dunsford.....	do.....	14	66	1	50
Dunvegan.....	do.....	9	83	1	50
Eagle.....	do.....	27	25	1	50
Earlley.....	do.....	9	66	1	50
East Arthabaska.....	do.....	15	26	1	50
East Bolton.....	do.....	8	35	1	50
East Chester.....	do (To 31st March, 1864; subsequent accounts not received).....	0	84	1	00
East Clifton.....	do.....	8	69	1	50
East Dunham.....	do.....	1	49	1	50
East Farnham.....	do.....	24	55	1	50
East Frampton.....	do.....	9	47	1	50
East Glenelg.....	do.....	15	68	1	50
East Hawkesbury.....	do.....	9	85	1	50
East Hereford.....	do.....	4	57	1	50
Easton's Corners.....	do.....	53	05	1	50
East Oro.....	do.....	11	21	1	50
East Templeton.....	do.....	24	12	1	50
East Williamsburg.....	do.....	8	77	3	00
Eastwood.....	do.....	42	62	1	50
Eaton.....	do.....	51	80	6	00
Eddystone.....	do.....	6	68	1	50
Eden.....	do.....	82	15	1	50
Eden Mills.....	do.....	24	37	3	00
Edgecombe.....	do.....	7	14	1	50
Edgeworth.....	do.....	13	92	1	50
Edmonton.....	do.....	55	85	4	50
Edwardsburgh.....	do.....	72	30	3	00
Eganville.....	do.....	85	78	1	50
Egerton.....	do.....	3	69	1	50
Eglington.....	do.....	42	01	1	50
Egmontville.....	do.....	66	89	1	50
Egremont.....	do.....	16	23	1	50
Elder.....	do (From 1st June, 1864).....	0	10	0	17
Eldon.....	do (Closed 31st March, 1864).....	2	59	1	00
Elgin.....	do.....	27	73	3	00
Elginburg.....	do.....	16	04	1	50
Elginfield.....	do.....	27	85	1	50
Elizabethville.....	do.....	9	13	1	50
Ellengowan.....	do.....	10	10	1	50
Ellesmere.....	do.....	14	15	1	50
Elm Grove.....	do.....	10	39	1	50
Elhavale.....	do.....	11	83	1	50
Elora.....	do.....	450	46	12	00
Elphin.....	do.....	8	03	1	50
Elsnore.....	do.....	2	63	1	50
Embree.....	do.....	162	01	3	00
Embrun.....	do.....	8	96	1	50
Emerald.....	do.....	16	87	1	50
Ennis.....	do.....	9	36	1	50
Enniskillen.....	do.....	49	97	1	50
Ennismore.....	do.....	12	86	1	50
Enterprise.....	do.....	19	38	1	50
Epping.....	do.....	5	35	1	50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—*Continued.*

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Epsom.....	Postmaster.....	29	56	1	50
Errol.....	do.....	12	65	1	50
Errolville.....	do.....	3	82	1	50
Erin.....	do.....	169	61	2	25
Erinsville.....	do.....	11	65	1	50
Erroll.....	do.....	26	28	3	00
Escott.....	do.....	15	65	1	50
Espérance.....	do.....	6	00	1	50
Esquesing.....	do.....	29	08	2	00
Ethel.....	do.....	5	27	1	50
Etobicoke.....	do.....	46	30	4	50
Eugenia.....	do.....	13	66	1	50
Evangeline.....	do..... (From 1st May, 1864).....	0	27	0	33
Everton.....	do.....	31	24	1	50
Exeter.....	do.....	179	25	1	50
Fairfax.....	do.....	2	30	1	50
Fairfield.....	do.....	16	90	1	50
Fairview.....	do.....	9	59	1	50
Falkenburg.....	do.....	11	00	1	50
Falkirk.....	do.....	40	85	1	50
Falkland.....	do.....	27	82	1	50
Farmersville.....	do.....	85	45	6	00
Farmington.....	do.....	2	52	1	50
Farnham Centre.....	do.....	15	90	1	50
Farquhar.....	do.....	16	58	1	50
Farran's Point.....	do.....	18	50	1	50
Fenaghvale.....	do.....	5	80	1	50
Fenella.....	do.....	9	59	1	50
Fenelon Falls.....	do.....	81	25	1	50
Fenwick.....	do.....	30	77	1	50
Fergus.....	do.....	405	42	12	00
Ferguson's Falls.....	do.....	14	09	1	50
Fermoy.....	do.....	5	36	1	50
Fernhill.....	do..... (From 1st April, 1864).....	3	63	0	50
Feversham.....	do.....	17	45	1	50
Fingal.....	do.....	184	27	3	00
Fish Creek.....	do.....	24	63	1	50
Fisherville.....	do..... (From 1st December, 1863).....	11	85	1	17
Fitch Bay.....	do.....	8	22	1	50
Fitzroy Harbour.....	do.....	80	95	6	00
Flintou.....	do.....	15	46	1	50
Flora.....	do.....	3	66	1	50
Florence.....	do.....	100	26	1	50
Foley.....	do.....	10	56	1	50
Fonthill.....	do.....	141	96	3	00
Forest.....	do.....	77	97	1	50
Forester's Falls.....	do..... (Arrears for Stationery from 1st April, 1863).....	54	85	5	00
Forestville.....	do.....	17	00	1	50
Forfar.....	do.....	9	40	1	50
Formosa.....	do.....	32	33	1	50
Fort Coulonge.....	do.....	14	85	1	50
Fort Erie.....	do.....	115	29	4	50
Fort William, L. S.....	do.....	0	00	1	00
Fort William, Pontiac.....	do.....	50	72	1	50
Fountain Hill.....	do..... (From 1st April, 1864).....	3	73	0	50
Fournier.....	do.....	5	25	1	50
Foxboro'.....	do.....	13	50	1	50
Fox River.....	do.....	19	61	1	50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Frampton	Postmaster	13	94	3	00
Frankford	do	79	12	1	50
Franklin	do	14	25	1	50
Franktown	do	109	88	9	00
Frankville	do	38	76	1	50
Freelton	do	33	81	1	50
Freeport	do	9	40	1	50
Freeburg	do	19	62	1	50
Freightsburg	do	121	95	6	00
French Village	do	24	65	1	50
Prognore	do	19	26	1	50
Prome	do	15	03	1	50
Frost Village	do	69	29	6	00
Fulford	(From 1st November, 1863).....	5	22	1	32
Fullarton	do	41	37	1	50
Fulton	do	9	68	1	50
Gad's Hill	do	5	73	1	50
Galt	do	778	50	18	00
Galway	do	11	71	1	50
Gananoque	do	298	42	6	00
Garafraxa	do	51	81	1	50
Garneau	do	2	28	1	50
Garthby	do	1	68	1	50
Gaspé Basin	do	173	06	12	00
Geneva	do	6	49	1	50
Gentilly	do	41	66	9	00
Georgetown	do	283	98	6	00
Georgeville	do	49	98	3	00
Georgina	do	111	61	2	25
Gifford	(From 1st December, 1863).....	6	52	1	17
Gilbert's Mills	do	3	76	1	50
Gilford	do	3	81	1	50
Glamis	do	3	34	1	50
Glanford	do	3	05	3	00
Glanmire	do	12	21	1	50
Glanworth	do	23	70	1	50
Glascott	do	4	67	1	50
Glastonbury	do	1	83	1	50
Glenallan	do	79	07	3	00
Glenburnie	do	9	66	1	50
Gleneg	do	72	92	1	50
Glenelg	do	28	34	3	00
Glenloyd	do	0	29	1	50
Glenlyon	do	22	88	1	50
Glen Morris	do	37	20	1	50
Glen Sutton	do	0	68	1	50
Glenvale	do	10	73	1	50
Glen William	do	28	62	1	50
Goble's Corners	do	22	34	1	50
Goderich	do	910	46	18	00
Golden Crook	do	3	18	1	50
Goldstone	(From 1st March, 1864).....	4	69	0	67
Goodwood	do	10	49	1	50
Gore's Landing	do	28	18	1	50
Gormley	do	30	53	1	50
Gorrie	do	76	16	1	50
Gosfield	do	6	54	2	25
Gosport	do	3	25	1	50
Gould	do	20	00	1	50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—*Continued.*

Name of Post Office.	Office.	Amount of Commission, &c.	Allowance for Stationery.
		\$ | cts.	\$ | cts.
Gourock	Postmaster	15 48	1 50
Gowans town	do	31 23	1 50
Gower Point	do	8 76	1 50
Grafton	do	108 59	1 00
Grahamsville	do	25 15	1 50
Grandy	do	222 51	2 00
Grande Baie	do (To 31st March, 1864; subsequent ac- counts not received)	31 43	1 50
Grande Grève	do	26 55	1 50
Grande Ligne	do	46 08	1 50
Grand River	do	16 45	1 50
Gravenhurst	do	8 05	1 50
Greenbank	do	21 41	1 50
Greenbush	do	20 61	1 50
Greenland	do (To 31st March, 1864; subsequent ac- counts not received)	1 61	1 00
Greenock	do	17 60	1 50
Green Point	do	3 74	1 50
Green River	do (From 1st June, 1864)	0 08	0 17
Greensville	do	55 35	1 50
Greenwood	do	34 79	1 50
Greenville	do	92 92	12 00
Gresham	do	2 83	1 50
Gretna	do (From 1st March, 1864)	0 56	0 67
Grey	do	20 20	1 50
Griersville	do	15 78	1 50
Griffith	do	17 99	1 50
Grimshy	do	186 73	6 00
Grondines	do	22 01	1 50
Grovesend	do	14 77	1 50
Guolph	do	1556 09	36 00
Guy'sboro'	do	22 10	1 50
Hagersville	do	55 88	2 25
Halifax	do	31 05	1 50
Halloway	do	15 60	1 50
Hall's Bridge	do	7 35	1 50
Hann	do	5 89	1 50
Hamburg	do	19 06	1 50
Hampton	do	59 49	1 50
Hannon	do	8 51	1 50
Hanover	do	112 91	1 50
Hardinge	do	6 53	1 50
Hargrave	do	18 08	1 50
Harlem	do	7 62	1 50
Harley	do	14 97	1 50
Harold	do	10 30	1 50
Harpurhey	do	95 76	3 00
Harrietsville	do	26 01	1 50
Harrington, East	do	5 77	1 50
Harrington, West	do	17 71	1 50
Harrisburg	do	151 67	9 00
Harriston	do	64 07	1 50
Harrow	do	23 75	1 50
Harrowsmith	do	25 39	1 50
Hartford	do	16 67	1 50
Hartman	do (From 1st November, 1863)	7 70	1 33
Harvey Hill Mines	do	13 78	1 50
Harwich	do	12 71	1 50
Harwood	do	6 47	1 50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Hastings.....	Postmaster.....	173	41	1	50
Hatley.....	do.....	76	29	3	00
Havelock.....	do.....	6	31	1	50
Hawkesbury.....	do.....	186	67	2	00
Hawkestone.....	do.....	6	98	1	50
Hawkesville.....	do.....	75	71	1	50
Hay.....	do.....	20	62	2	25
Haysville.....	do.....	41	40	2	25
Hazledan.....	do.....	14	01	1	50
Headford.....	do.....	9	05	1	50
Head Lake.....	do.....	5	29	1	50
Headville.....	do.....	17	05	1	50
Heathcote.....	do.....	35	64	1	50
Hebron.....	do.....	2	19	1	50
Hockstone.....	do.....	22	82	1	50
Hocksburg.....	do.....	20	29	1	50
Hemmingford.....	do.....	66	51	2	25
Henry.....	do.....	8	25	1	50
Henryville.....	do.....	68	22	6	00
Herdman's Corners.....	do.....	5	88	1	50
Hereford.....	do.....	8	42	1	50
Hesper.....	do.....	143	57	1	50
Hiawatha.....	do.....	6	37	1	50
Highland Creek.....	do.....	29	22	1	50
Hillier.....	do.....	43	42	4	50
Hillsboro'.....	do.....	32	78	1	50
Hillsburgh.....	do.....	82	60	1	50
Hillsgreen.....	do.....	2	53	0	50
Hilton.....	do.....	21	87	1	50
Hoath Head.....	do.....	4	58	1	50
Hochelega.....	do.....	10	10	1	50
Hockley.....	do.....	4	70	1	50
Holcomb.....	do.....	1	22	0	50
Holland Landing.....	do.....	137	05	12	00
Hollen.....	do.....	47	01	1	50
Holmesville.....	do.....	20	39	1	50
Holstein.....	do.....	8	78	1	50
Holt.....	do.....	11	39	1	50
Holyrood.....	do.....	9	56	1	50
Homer.....	do.....	16	92	1	50
Hopfield.....	do.....	15	63	1	50
Hopetown.....	do.....	10	87	1	50
Hornby.....	do.....	38	07	3	00
Horning's Mills.....	do.....	19	40	1	50
Houghton.....	do.....	37	30	3	50
Howe Island.....	do.....	3	97	1	50
Howick.....	do.....	23	98	1	50
Hubbell's Falls.....	do.....	37	64	1	00
Hull.....	do.....	107	21	3	00
Hullsville.....	do.....	28	62	1	50
Humber.....	do.....	28	69	1	50
Humberstone.....	do.....	54	37	1	50
Hunsdon.....	do.....	4	14	1	50
Hunterstown.....	do.....	19	45	1	50
Huntingdon.....	do.....	194	27	7	50
Huntingville.....	do.....	31	22	1	50
Huntley.....	do.....	6	62	2	25
Huston.....	do.....	18	55	1	50
Hyde Park Corner.....	do.....	17	87	1	50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—*Continued.*

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Adelton.....	do				
Indiana.....	do				
Ingersoll.....	do	825	04	24	00
Inkermann.....	do	30	81	3	00
Innerkip.....	do	41	72	1	50
Iunishl.....	do	15	98	1	50
Innisville.....	do	18	33	1	50
Inverary.....	do	29	43	1	50
Inverharon.....	do	20	12	3	00
Invermay.....	do	45	82	3	00
Inverness.....	do	68	10	2	00
Iona.....	do	63	74	1	50
Irish Creek.....	do	21	85	1	50
Iron Hill.....	do	4	95	1	50
Iroquois.....	do	234	62	7	50
Islay.....	do	11	54	1	50
Isle aux Grues.....	do	6	09	1	50
Isle aux Noix.....	do	27	28	6	00
Isle du Pads.....	do	2	82	0	50
Isle Ferrot.....	do	8	63	1	50
Isle Verte.....	do	89	11	6	00
Islington.....	do	25	53	1	50
Ivanhoe.....	do	13	69	1	50
Ivy.....	do	12	78	1	50
Janetville.....	do	15	78	1	50
Jarratt's Corners.....	do	19	10	1	50
Jarvis.....	do	71	99	2	25
Jersey, River Chaudière.....	do	19	98	1	50
Jerseyville.....	do	27	25	1	50
Johnson.....	do	10	21	1	50
Johnson's Mills.....	do	12	03	1	50
Johnville.....	do	11	73	1	50
Joliette.....	do	178	46	2	25
Jordan.....	do	77	10	3	00
Kahadar.....	do	2	09	1	50
Kamouraska.....	do	86	63	6	00
Kars.....	do	27	05	1	50
Katesville.....	do	6	48	1	50
Kazubazua.....	do	15	18	1	50
Keenansville.....	do	20	25	1	50
Keene.....	do	55	12	3	00
Kelvin.....	do	24	21	1	50
Kemptville.....	do	229	63	4	50
Kendall.....	do	18	06	1	50
Kenilworth.....	do	21	02	1	50
Kenmore.....	do	22	47	1	50
Kent Bridge.....	do	14	69	1	50
Kerrwood.....	do	29	75	1	50
Kerry.....	do	7	18	1	50
Kertch.....	do	7	19	1	50
Keswick.....	do	38	54	1	50
Kettleby.....	do	31	59	1	50
Kilbride.....	do	21	57	3	00
Kildare.....	do	31	14	1	50
Kilkenny.....	do	3	84	1	50
Killarney.....	do	14	41	1	50
Kilmarnagh.....	do	7	04	1	50
Kilmarnock.....	do	3	46	1	50
Kilmartin.....	do	9	66	1	50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Pos. Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Kilsyth.....	Postmaster.....	17	94	1	50
Kinburn.....	do.....	14	27	1	50
Kincardine.....	do.....	420	19	12	00
King.....	do.....	64	72	3	00
Kingsey.....	do.....	11	79	3	00
Kingsey Falls.....	do.....	8	11	1	50
Kingston Mills.....	do.....	7	23	1	50
Kingsville.....	do.....	141	27	9	00
Kinkora.....	do.....	17	11	1	50
Kinloss.....	do.....	26	26	2	25
Kinlough.....	do (From 1st November, 1863).....	5	89	1	33
Kinmount.....	do.....	26	55	1	50
Kinnear's Mills.....	do.....	9	59	1	50
Kinsale.....	do.....	14	46	1	50
Kintail.....	do (To 31st March, 1864; subsequent accounts not received).....	22	11	1	00
Kintore.....	do.....	15	60	1	50
Kippen.....	do.....	18	24	1	50
Kirby.....	do (From 1st March, 1864).....	4	29	0	67
Kirkfield.....	do (From 1st February, 1864).....	23	34	0	83
Kirkhill.....	do.....	19	31	1	50
Kirk's Ferry.....	do.....	6	92	1	50
Kirkton.....	do.....	34	69	1	50
Kirkwall.....	do.....	20	73	1	50
Kluseburg.....	do.....	52	80	1	50
Knowlton.....	do.....	135	61	1	50
Komoka.....	do.....	67	42	1	50
La Baie.....	do.....	63	69	6	00
Labarre.....	do.....	19	29	1	50
La Beauce.....	do.....	57	49	4	50
L'Acadie.....	do.....	20	17	1	50
L'Acadie Station.....	do.....	3	77	1	50
Lachensie.....	do.....	7	33	1	50
Lachine.....	do.....	90	36	6	00
Lachute.....	do.....	110	26	4	50
Lac Noir.....	do.....	0	49	1	50
Lacolle.....	do.....	81	93	2	25
Lafontaine.....	do.....	2	01	1	50
Laggan.....	do.....	22	74	1	50
La Guerre.....	do.....	7	06	1	50
Lake Aylmer.....	do.....	3	12	1	50
Lake Beauport.....	do.....	3	19	1	50
Lake D'oré.....	do.....	5	45	1	50
Lakefield.....	do.....	9	09	1	50
Lake Megantic.....	do (From 1st December, 1863).....	2	48	1	17
Lakeside.....	do.....	25	29	1	50
Lake Temiscouata.....	do.....	8	28	1	50
L'Amaroux.....	do.....	11	37	1	50
Lambeth.....	do.....	60	07	1	50
Lambton.....	do.....	15	94	1	50
Lanark.....	do.....	159	86	6	00
Lancaster.....	do.....	267	02	15	00
Langside.....	do.....	7	27	1	50
Langton.....	do.....	20	15	1	50
Lanoraie.....	do.....	35	91	1	50
Lansdown.....	do.....	32	19	1	50
L'Anse à Giles.....	do.....	11	53	1	50
L'Anse au Poin.....	do.....	1	38	1	50
L'Anse St. Jean.....	do.....	2	47	1	50

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Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
La Pigeonnière.....	Postmaster.....	24	94	1	50
Laprairie.....	do.....	104	88	6	00
La Présentation.....	do.....	10	99	1	50
Largie.....	do.....	8	19	1	50
Larmer.....	do (From 1st November, 1863).....	1	18	1	33
Larochelle.....	do (From 1st February, 1864).....	00	88	0	83
Laskay.....	do.....	43	58	1	50
L'Assomption.....	do.....	152	97	9	00
Laterrière.....	do.....	6	98	1	50
Laurcl.....	do.....	9	07	1	50
Laval.....	do.....	4	57	1	50
Lavaltrie.....	do.....	17	53	1	50
Lavander.....	do.....	8	81	1	50
L'Avenir.....	do.....	42	49	1	50
Lawrenceville.....	do.....	18	32	1	50
Leamington.....	do.....	63	39	1	50
Leaskdale.....	do.....	18	24	1	50
Leavens.....	do.....	9	19	1	50
Leclerville.....	do.....	19	69	1	50
Leeds.....	do.....	82	87	4	50
Lefroy.....	do.....	46	18	1	50
Leinster.....	do.....	4	25	1	50
Leith.....	do.....	20	80	1	50
Lemonville.....	do.....	10	91	1	50
Lennoxville.....	do.....	434	00	7	50
Lenox.....	do.....	14	44	1	50
Leonard's Hill.....	do.....	6	64	1	50
L'Epiphanie.....	do.....	11	15	1	50
Les Eboulemens.....	do.....	20	92	3	00
Les Ecoureuil.....	do.....	7	98	1	50
Les Escoumains.....	do.....	19	45	1	50
Leskard.....	do.....	19	77	1	50
Leslie.....	do.....	34	17	1	50
Les Petites Bergeronnes.....	do.....	1	09	1	50
Lévis.....	do.....	191	24	3	00
Lifford.....	do.....	19	57	1	50
Limehouse.....	do.....	28	24	1	50
Lime Lake.....	do.....	3	65	1	50
Lindsay.....	do.....	651	33	12	00
Linton.....	do.....	10	48	1	50
Lipwood.....	do.....	38	38	1	50
Lippincott.....	do.....	22	72	1	50
Lisadel.....	do.....	27	48	1	50
Lisbon.....	do.....	13	96	1	50
Lisburn.....	do.....	3	79	1	50
L'Islet.....	do.....	87	93	3	00
Listowell.....	do.....	208	16	4	50
Little Britain.....	do.....	39	16	1	50
Little Rapids.....	do.....	1	05	1	50
Little Rivière.....	do.....	9	23	1	50
Lloydtown.....	do.....	70	64	3	00
Lobo.....	do.....	30	92	1	50
Loch Garry.....	do.....	13	16	1	50
Lochiel.....	do.....	25	82	2	25
Lockton.....	do.....	19	17	1	50
Logisville.....	do (From 1st November, 1863).....	3	51	1	33
Londre.....	do.....	42	37	1	50
Long Island Backs.....	do.....	32	18	1	50
Longue Pointe.....	do.....	11	32	1	50

REPORT NO. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—*Continued.*

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Longueuil.....	Postmaster.....	77	32	3	00
Longwood.....	do.....	61	92	1	50
Lonsdale.....	do.....	28	47	1	50
Lorette.....	do.....	14	92	1	50
L'Original.....	do.....	225	05	9	00
Lorraine.....	do.....	5	90	1	50
Lotbinière.....	do.....	51	60	2	25
Loughboro'.....	do.....	59	11	2	25
Louisville.....	do.....	17	10	1	50
Low.....	do.....	15	36	1	50
Lower Ireland.....	do.....	6	77	1	50
Lowville.....	do.....	29	40	1	50
Lucan.....	do.....	138	89	6	00
Lucknow.....	do.....	78	92	1	50
Lunenburg.....	do.....	26	23	1	50
Lurgan.....	do.....	21	68	1	50
Luther.....	do.....	5	07	1	50
Luton.....	do.....	16	94	1	50
Lyn.....	do.....	120	97	3	00
Lynden.....	do.....	82	25	1	50
Lyndhurst.....	do.....	21	51	1	50
Lynedoch.....	(Including arrears of Stationery from 1st April, 1862).....	47	88	8	50
Lyons.....	do.....	15	13	1	50
Lyster.....	do.....	12	89	1	50
McDonald's Corners.....	do.....	27	77	1	50
McGillivray.....	do.....	62	59	3	00
McIntyre.....	do.....	8	63	1	50
Macnider.....	(From 1st March, 1864).....	7	32	0	67
Macton.....	do.....	6	00	1	50
Macville.....	do.....	9	03	1	50
Maddington.....	do.....	5	23	1	50
Madoc.....	do.....	181	88	6	00
Magdalen Islands.....	do.....	12	04	2	00
Magog.....	do.....	74	92	1	50
Magoon's Point.....	(From 1st May, 1864).....	00	40	0	33
Maidstone.....	do.....	37	70	1	50
Maitland.....	do.....	79	68	2	25
Malakoff.....	do.....	6	09	1	50
Mallorytown.....	do.....	48	74	1	50
Malmaison.....	(From 1st December, 1863).....	24	25	1	17
Malone.....	do.....	2	30	1	50
Malta.....	do.....	11	33	1	50
Malton.....	do.....	41	45	6	00
Malvern.....	do.....	13	87	1	50
Manchester.....	do.....	59	10	6	00
Mandamin.....	do.....	25	69	1	50
Manilla.....	do.....	141	51	4	50
Manitowaning.....	do.....	8	45	1	50
Mannheim.....	do.....	12	16	1	50
Manningville.....	do.....	32	22	2	25
Manatick.....	(From 1st May, 1864).....	3	19	0	33
Mansfield.....	do.....	6	74	1	50
Maple.....	do.....	54	19	1	50
Maple Grove.....	do.....	17	16	1	50
Maple Leaf.....	do.....	00	62	1	50
Mapleton.....	do.....	72	64	1	50
Marbleton.....	do.....	16	33	1	50
March.....	do.....	10	48	3	00

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Marchmount	Postmaster				
Marden	do	6	30	1	50
Maria	do	23	52	1	50
Markham	do	19	58	1	50
Markham	do	168	51	4	50
Marlbank	do	3	93	1	50
Marlow	do	4	26	1	50
Marlinton	do	7	56	1	50
Marmora	do				
	(To 31st December, 1863; subsequent accounts not received)	17	83	0	50
Marnock	do	14	01	1	50
Marshville	do	48	30	3	75
Martintown	do	91	09	3	00
Martinville	do	9	81	1	50
Marysville	do	20	94	1	50
Mascouche	do	25	81	1	50
Masham	do	8	72	1	50
Maskinonge	do	34	53	1	50
Massawippi	do	63	69	1	50
Massie	do	1	40	0	50
Matane	do	45	25	1	50
Matapedia	do	5	42	0	50
Mattawa	do	1	43	0	17
Mawook	do	4	75	1	50
Maxwell	do	45	07	1	50
Mayfield	do	10	70	1	50
Mayne	do	13	15	1	50
Maynooth	do	6	20	1	50
Meadowvale	do	43	22	1	50
Medina	do	13	85	1	50
Medonte	do	7	81	3	00
Melamthon	do	10	24	1	50
Melbourne	do	207	75	6	75
Melbourne Ridge	do	17	95	1	60
Melcheville	do	16	90	1	50
Melrose	do	13	00	1	50
Melville	do	9	48	1	50
Menie	do	23	43	1	50
Merrickville	do	328	12	7	50
Mersen	do	15	87	1	50
Mériot's Mills	do	11	84	1	50
Mévis	do	100	80	7	50
Meyersburg	do	4	99	1	50
Middleville	do	16	39	1	50
Milburst	do	6	42	1	50
Mile End	do	13	63	1	50
Millford	do	51	62	1	50
Millbank	do	41	84	1	50
Mill Bridge	do	14	45	1	50
Mill Brook	do	179	72	6	00
Mill Islands	do	3	53	1	50
Mill Roches	do	57	43	3	00
Mill Yaches	do	8	89	1	50
Mill Grove	do	19	79	1	50
Mill Haven	do	15	43	1	50
Milliken	do	9	28	1	50
Millington	do	18	54	1	50
Mill Point	do	45	59	1	50
Milnesville	do	27	56	1	50
Milton, East	do	28	16	1	50

REPORT No. 5.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Milton, West.....	Postmaster.....	229	74	3	00
Mimico.....	do.....	15	77	1	50
Mimosa.....	do.....	8	71	1	50
Minden.....	do.....	(To 31st March, 1864; subsequent ac- counts not received).....			
Mitchell.....	do.....	34	35	1	00
Moe's River.....	do.....	320	16	3	00
Mohawk.....	do.....	(From 1st February, 1864).....			
Moir.....	do.....	2	39	0	83
Molesworth.....	do.....	101	97	2	00
Monck.....	do.....	0	73	1	50
Monckland.....	do.....	17	71	1	50
Monckmore.....	do.....	1	89	1	50
Monggenis.....	do.....	14	17	1	50
Monkton.....	do.....	2	11	1	50
Mono Centre.....	do.....	12	71	1	50
Mono Mills.....	do.....	29	32	1	50
Montague.....	do.....	11	28	1	50
Montcalm.....	do.....	124	56	3	00
Monte-Bello.....	do.....	5	07	1	50
Montmagty.....	do.....	6	41	1	50
Montrose.....	do.....	28	89	1	50
Mont St. Hilaire.....	do.....	118	43	0	00
Moore.....	do.....	8	14	1	50
Moorewood.....	do.....	9	42	1	50
Morningdale Mills.....	do.....	71	18	4	50
Morperin.....	do.....	9	29	1	50
Morrisbank.....	do.....	8	43	1	50
Morrisburg.....	do.....	159	61	6	00
Morrisdale.....	do.....	23	41	1	50
Morrison.....	do.....	332	51	4	50
Morton.....	do.....	13	72	1	50
Morven.....	do.....	62	12	2	25
Moscow.....	do.....	21	62	1	50
Motherwell.....	do.....	13	97	2	25
Mountain Grove.....	do.....	11	61	1	50
Mountain View.....	do.....	15	49	1	50
Mount Albion.....	do.....	11	37	1	50
Mount Bridges.....	do.....	7	39	1	50
Mount Carmel.....	do.....	11	72	1	50
Mount Charles.....	do.....	141	78	6	00
Mount Elgin.....	do.....	(To 31st March, 1864; subsequent ac- counts not received).....			
Mount Forest.....	do.....	1	32	1	00
Mount Healy.....	do.....	5	75	1	50
Mount Horeb.....	do.....	57	92	1	50
Mount Hurst.....	do.....	299	43	1	50
Mount Johnson.....	do.....	23	09	1	50
Mountjoy.....	do.....	4	03	1	50
Mount Oscar.....	do.....	10	53	1	50
Mount Pleasant.....	do.....	17	28	1	50
Mountsberg.....	do.....	16	60	1	50
Mount St. Louis.....	do.....	7	53	1	50
Mount St. Patrick.....	do.....	29	35	1	50
Mount Vernon.....	do.....	4	24	1	50
Mount Webster.....	do.....	9	15	1	50
Muddy Branch.....	do.....	8	00	1	50
Mulgrave.....	do.....	51	98	1	50
Mulmur.....	do.....	3	92	1	50
		3	68	1	50
		3	98	1	50
		14	96	1	50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Muncey.....	Postmaster.....	12	61	1	50
Murray.....	do.....	40	02	3	00
Murray Bay.....	do.....	87	29	7	50
Murvale.....	do.....	12	32	1	50
Muskoka Falls.....	do.....	46	01	1	50
Muskeburg.....	do.....	7	27	1	50
Myrtle.....	do.....	19	51	1	50
Nairn.....	do.....	42	98	1	50
Nanticoke.....	do.....	54	11	1	50
Napanee.....	do.....	531	02	12	00
Napier.....	do.....	48	04	1	50
Napierville.....	do.....	78	49	2	25
Nashwood.....	do.....	3	55	1	50
Nassagwiweya.....	do.....	35	96	3	00
Nawan.....	do.....	5	01	1	50
Nelson.....	do.....	44	47	12	00
Netherby.....	do.....	13	45	1	50
Neustadt.....	do.....	49	17	1	50
New Aberdeen.....	do.....	14	74	1	50
Newark.....	do.....	16	81	1	50
New Bliss.....	do.....	8	04	1	50
Newboro'.....	do.....	74	51	3	00
Newbyrne.....	do.....	9	49	1	50
Newburgh.....	do.....	165	79	3	00
Newbury.....	do.....	167	44	9	00
New Carlisle.....	do.....	50	76	7	50
New Castle.....	do.....	347	52	6	00
New Dundee.....	do.....	38	76	1	50
New Durham.....	do.....	36	95	1	50
New Glasgow.....	do.....	23	95	6	00
New Hamburg.....	do.....	184	74	6	00
Newington.....	do.....	34	37	1	50
New Ireland.....	do.....	3	35	1	50
Newland.....	do.....	34	72	1	50
New Liverpool.....	do.....	57	31	3	00
New Lowell.....	do.....	16	26	1	50
New Market.....	do.....	400	28	4	50
Newport.....	do.....	18	31	1	50
New Richmond.....	do.....	44	48	1	50
Newry.....	do.....	26	34	1	50
Newton Brook.....	do.....	(Less 17 cents over-credited in Stationery, Quarter ended 30th June, 1863.)			
Newton Robinson.....	do.....	26	96	1	33
Niagara.....	do.....	37	84	1	50
Niagara.....	do.....	349	64	24	00
Nicolet.....	do.....	148	21	7	50
Nile.....	do.....	10	22	1	50
Nilestown.....	do.....	32	66	1	50
Nissouri.....	do.....	15	24	1	50
Nisiburg.....	do.....	11	20	1	50
Nobleton.....	do.....	38	36	1	50
Norham.....	do.....	34	40	6	00
Norland.....	do.....	10	88	1	50
Normandale.....	do.....	16	94	2	25
Nornton.....	do.....	77	54	1	50
North Adolph.....	do.....	5	18	1	50
North Augusta.....	do.....	58	52	2	25
North Bristol.....	do.....	7	79	1	50
North Douro.....	do.....	75	00	1	50
North Eldon.....	do.....	(Closed 31st March, 1864, on the establishment of "Bolsover").....			
		8	71	1	00

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.			
		\$	cts.	\$	cts.		
North Georgetown.....	Postmaster.....	17	57	3	00		
North Glanford.....	do.....	3	51	1	50		
North Gower.....	do.....	49	43	1	50		
North Hatley.....	do.....	13	27	1	50		
North Keppel.....	do.....	7	90	1	50		
North Lancaster.....	do.....	36	55	1	50		
North Mountain.....	do.....	7	68	1	50		
North Pelham.....	do.....	20	58	1	50		
North Port.....	do.....	33	13	2	25		
North Ridge.....	do.....	15	26	1	50		
North Stanbridge.....	do.....	8	36	1	50		
North Stukely.....	do.....	18	01	1	50		
North Sutton.....	do.....	16	65	1	50		
North Wakefield.....	do.....	23	95	1	50		
North Walsingham.....	do.....	9	95	1	50		
North Williamsburg.....	do.....	25	60	1	50		
Norton Creek.....	do.....	30	66	1	50		
Norval.....	do.....	65	47	3	00		
Norwich.....	do.....	184	11	9	00		
Norwood.....	do.....	101	89	7	50		
Notfield.....	do.....	28	46	1	50		
Notre Dame du Portage.....	do.....	8	67	1	50		
Nottawa.....	do.....	50	21	1	50		
Noyan.....	do.....	6	93	1	50		
Nutt's Corners.....	do.....	4	76	1	50		
Oak Hill.....	do.....	4	80	1	50		
Oakland.....	do.....	92	37	6	00		
Oak Ridges.....	do.....	37	53	1	50		
Oakville.....	do.....	297	15	6	00		
Oakwood.....	do.....	93	07	4	50		
Oban.....	do.....	11	92	1	50		
Odessa.....	do.....	157	60	3	00		
Oil Springs.....	do.....	(Including arrears of Stationery from 1st April, 1864).....		282	90	3	00
Olinda.....	do.....	23	24	1	50		
Omagh.....	do.....	18	18	1	50		
Omemece.....	do.....	144	00	3	00		
Oneida.....	do.....	27	73	1	50		
Onondaga.....	do.....	52	03	3	00		
Onslow.....	do.....	61	16	1	50		
Ontario.....	do.....	42	17	1	50		
Orangeville.....	do.....	277	39	6	00		
Orchard.....	do.....	27	17	3	00		
Orillia.....	do.....	260	75	4	50		
Orleans.....	do.....	(From 1st July, 1863).....		7	28	2	00
Ormond.....	do.....	7	17	1	50		
Ornstown.....	do.....	66	21	3	00		
Oro.....	do.....	6	80	1	50		
Orono.....	do.....	118	62	6	00		
Orwell.....	do.....	65	69	2	25		
Osceola.....	do.....	7	68	1	50		
Osgoode.....	do.....	53	92	3	00		
Oshawa.....	do.....	735	50	18	00		
Osprey.....	do.....	13	74	1	50		
Osprings.....	do.....	18	01	1	50		
Ossian.....	do.....	7	51	1	50		
Ostrander.....	do.....	15	91	1	33		
Ottawa.....	do.....	2309	59	36	00		
Otterville.....	do.....	129	19	3	00		

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.	Allowance for Stationery.
		S cts.	S cts.
Oungah.....	Postmaster.....	5 97	1 50
Overton.....	do.....	5 02	1 50
Owen Sound.....	do.....	590 82	120 00
Owl's Head.....	do (To 30th June, 1864).....	6 52	0 33
Oxenden.....	do (From 1st May, 1864).....	0 17	0 33
Oxford Centre.....	do.....	7 75	1 50
Oxford Mills.....	do.....	37 08	1 50
Oz nabruk Centre.....	do.....	24 74	1 50
Paisley.....	do.....	124 69	1 50
Pakenham.....	do.....	272 09	6 00
Palermo.....	do.....	66 08	4 50
Pannure.....	do.....	6 80	1 50
Papineauville.....	do.....	64 90	3 00
Parham.....	do.....	9 17	1 50
Paris.....	do.....	385 08	30 00
Paris Station.....	do (To 31st December, 1863).....	245 12	0 50
Park Hill.....	do.....	69 57	1 50
Parma.....	do.....	12 70	1 50
Paspébiac.....	do.....	79 11	1 50
Pelletaw.....	do.....	20 10	1 50
Pelham Union.....	do.....	2 58	1 50
Pembroke.....	do.....	361 61	3 00
Pendleton.....	do.....	22 43	1 50
Pentanguishene.....	do.....	124 96	12 00
Peninsula Gaspé.....	do (To 31st March, 1864, subsequent accounts not received).....	1 90	1 00
Penville.....	do.....	19 70	1 50
Perce.....	do.....	93 46	6 00
Perch Station.....	do.....	4 76	1 50
Perrytown.....	do.....	30 13	1 50
Perth.....	do.....	575 69	27 00
Petawawa.....	do.....	8 39	1 50
Peterboro'.....	do.....	1001 73	18 00
Petersburg.....	do.....	48 51	7 50
Peterson.....	do.....	6 96	1 50
Peterson's Ferry.....	do.....	4 49	1 50
Petrola.....	do.....	43 17	1 50
Petworth.....	do.....	5 44	1 50
Peveril.....	do.....	14 77	1 50
Phillipsburg, E. St.....	do.....	77 39	12 00
Phillipsburg, West.....	do.....	24 20	1 50
Phillipsville.....	do.....	24 31	1 50
Pickering.....	do.....	76 07	6 00
Pictou.....	do.....	607 54	15 00
Pierreville.....	do.....	38 02	2 25
Pigeon Hill.....	do.....	7 86	1 50
Pike River.....	do.....	53 87	4 50
Pulnico (late Litchfield).....	do (35 cents for Stationery to be allowed in Sept. & r. Quarter).....	9 48	2 50
Pine Orchard.....	do.....	15 14	1 50
Pine River.....	do.....	11 51	1 50
Pinkerton.....	do.....	8 14	1 50
Pittserry.....	do.....	8 37	1 50
Plainfield.....	do.....	21 32	1 50
Plantagenet.....	do.....	85 87	4 50
Plattsville.....	do.....	82 96	7 50
Playfair.....	do.....	8 45	1 50
Pleasant Hill.....	do.....	34 51	1 50
Plum Hollow.....	do.....	8 94	1 50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, showing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.		
		\$	cts.	\$	cts.	
Point Abino.....	Postmaster.....	76	54	3	00	
Point Alexander.....	do.....	12	87	1	50	
Pointe au Cluene.....	do.....	5	89	1	50	
Pointe aux Anglais.....	do.....	3	48	0	67	
Pointe aux Trembles, Hochelaga.....	do.....	46	14	1	50	
Pointe aux Trembles, Portneuf.....	do.....	29	32	1	50	
Pointe Claire.....	do.....	22	24	1	50	
Pointe du Lac.....	do.....	10	81	1	50	
Pointe Fortune.....	do.....	31	73	1	50	
Pointe Lévi, East.....	do.....	71	45	1	50	
Pointe Platon.....	do.....	0	02	0	17	
Pointe St. Charles.....	do.....	153	24	1	50	
Pointe St. Peter.....	do.....	32	09	12	00	
Poland.....	do.....	4	15	1	50	
Pomona.....	do.....	2	60	1	50	
Ponsonby.....	do.....	19	82	1	50	
Pont Château.....	do.....	6	04	1	50	
Pont de Maskinongé.....	do.....	46	72	2	25	
Poole.....	do.....	13	35	1	50	
Portage du Fort.....	do.....	222	51	6	00	
Port Albert.....	do.....	29	42	1	50	
Port au Persil.....	do.....	2	46	1	50	
Port Bruce.....	do.....	24	26	1	50	
Port Burwell.....	do.....	230	62	9	00	
Port Colborne.....	do.....	230	58	3	00	
Port Credit.....	do.....	37	45	1	50	
Port Dalhousie.....	do.....	151	48	2	25	
Port Daniel.....	do.....	8	93	1	50	
Port Dover.....	do.....	222	32	9	00	
Port Elmsley.....	do.....	18	71	1	50	
Porter's Hill.....	do.....	5	29	1	50	
Port Granby.....	do.....	21	66	1	50	
Port Hoover.....	do.....	8	92	1	50	
Port Hope.....	do.....	916	62	24	00	
Portland.....	do.....	22	19	1	50	
Port Lewis.....	do.....	7	20	1	50	
Port Maitland.....	do.....	14	34	3	00	
Port Nelson.....	do.....	23	85	1	50	
Portneuf.....	do.....	(To 31st March, 1864; subsequent accounts not received).....	45	20	2	00
Port Perry.....	do.....	85	97	1	50	
Port Robinson.....	do.....	169	62	9	00	
Port Rowan.....	do.....	117	58	3	75	
Port Royal.....	do.....	25	09	1	50	
Port Ryerse.....	do.....	31	98	1	50	
Portsmouth.....	do.....	68	49	1	50	
Port Stanley.....	do.....	114	53	9	00	
Port Talbot.....	do.....	7	87	2	25	
Prescott.....	do.....	811	34	18	00	
Preston.....	do.....	226	83	15	00	
Priceville.....	do.....	69	67	1	50	
Primrose.....	do.....	2	54	1	50	
Prince Albert.....	do.....	159	98	3	00	
Princeton.....	do.....	137	76	2	25	
Prospect.....	do.....	9	63	1	50	
Proton.....	do.....	11	77	1	50	
Purdy.....	do.....	00	17	0	17	
Puslinch.....	do.....	28	82	2	25	
Queensborough.....	do.....	16	06	1	50	

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c.; also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts	\$	cts
Queenston.....	Postmaster.....	50	55	7	50
Queensville.....	do.....	46	74	1	50
Raglan.....	do.....	31	94	1	50
Railton.....	do.....	6	98	1	50
Rainham.....	do.....	13	35	1	50
Rainham Centre.....	do.....	25	17	1	50
Rapides des Joachims.....	do.....	37	40	1	50
Ratho.....	do.....	27	58	1	50
Rayenna.....	(From 1st June, 1864).....	0	66	0	17
Ravenshoe.....	do.....	11	23	1	50
Ravenswood.....	do.....	13	08	1	50
Rawdon.....	do.....	28	86	1	50
Reading.....	do.....	41	31	1	50
Rednersville.....	do.....	27	13	1	50
Reekie.....	do.....	6	49	1	50
Renfrew.....	do.....	271	37	6	00
Renton.....	do.....	5	73	1	50
Repentigny.....	do.....	12	62	3	00
Riceburg.....	do.....	3	61	1	50
Riceville.....	do.....	17	20	1	50
Richmond, East.....	do.....	163	81	9	00
Richmond, West.....	do.....	67	01	4	50
Richmond Hill.....	do.....	247	24	7	50
Richmond Station.....	do.....	40	41	1	50
Richview.....	do.....	15	37	1	50
Richwood.....	do.....	33	36	1	50
Ridgetown.....	do.....	73	04	1	50
Rigaud.....	do.....	91	53	3	00
Kimouski.....	do.....	94	71	6	00
Ringwood.....	do.....	30	55	1	50
Ripley.....	do.....	5	87	1	50
River Beauvette.....	do.....	24	09	1	50
River David.....	do.....	40	65	6	00
River Désert.....	do.....	22	42	1	50
Riversdale.....	do.....	36	03	1	50
Rivière Bois Clair.....	do.....	8	83	1	50
Rivière des Prairies.....	do.....	7	84	1	50
Rivière du Loup (en bas).....	do.....	266	82	15	00
Rivière du Loup (en haut).....	do.....	161	95	6	00
Rivière Ouelle.....	do.....	40	91	3	00
Rivière des Trois Pistoles.....	do.....	29	70	1	50
Roberval.....	do.....	11	36	1	50
Robinson.....	do.....	22	34	3	00
Roblin.....	do.....	10	53	1	50
Rochette.....	do.....	11	30	1	50
Rocheester.....	do.....	60	55	1	50
Rockburn.....	(From 1st February, 1864).....	3	12	0	83
Rockford.....	do.....	15	64	1	50
Rockingham.....	(From 1st May, 1864).....	1	48	0	33
Rock Island.....	(From 1st November, 1863).....	27	03	1	33
Rockland.....	do.....	0	59	1	50
Rockport.....	do.....	4	82	1	50
Rocksite.....	(From 1st November, 1863).....	6	24	1	33
Rockton.....	do.....	40	37	3	00
Rockwood.....	do.....	101	54	1	50
Rodgerville.....	do.....	48	03	1	50
Rokeby.....	do.....	4	98	1	50
Rolph.....	do.....	25	65	1	50
Romney.....	do.....	12	53	1	50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Rondeau	Postmaster	136	51	6	00
Rosa	do	3	41	1	50
Rosebank	do	12	93	1	50
Rosedene	do	5	28	1	50
Rosemont	do	29	03	1	50
Roseneath	do	15	23	1	50
Rosetta	do	4	51	1	50
Roseville	do	12	63	1	50
Roslin	do	24	88	1	50
Ross	do	37	56	1	50
Rothsay	do	34	97	1	50
Rouge Hill	do	9	63	1	50
Rougmont	do	14	72	1	50
Round Plains	do	13	49	1	50
Powau Mills	do	20	78	1	50
Roxton Falls	do	80	95	1	50
Rugby	do	13	78	1	50
Ruisseau des Chênes	do	9	62	1	50
Runnymede	do	2	79	1	50
Russell	do	35	90	1	50
Russeltown	do	28	10	1	50
Rutherford	do	4	89	1	50
Ruthven	do	27	81	1	50
Ryckman's Corners	do	17	88	1	50
Ste. Adèle	do	10	37	1	50
Ste. Agatha	do	28	17	1	50
Ste. Agathe	do	10	76	1	50
Ste. Agnès	do	2	72	1	50
St. Aimé	do	28	92	1	50
St. Alban	do	7	27	1	50
St. Alexandre, Kamouraska	do	14	02	1	50
St. Alexandre, Iberville	do	64	13	6	00
St. Alexis	do	7	51	1	50
St. Alphonse	do	11	16	1	50
St. Anaclet	do	2	50	1	50
St. André	do	22	58	1	50
St. André Avelin	do	28	44	1	50
St. Andrews, East	do	191	70	4	50
St. Andrews, West	do	30	54	1	50
Ste. Angélique	do	24	10	1	50
St. Anicet	do	42	51	1	50
Ste. Anne, Bont de l'Isle	do	23	67	3	00
Ste. Anne de la Pêrade	do	67	58	4	00
Ste. Anne des Monts	do	23	14	6	00
Ste. Anne des Plaines	do	14	78	1	50
Ste. Anne la Poenière	do	139	44	3	00
Ste. Anns, Lincoln	do	22	61	1	50
St. Anselme	do	19	98	1	50
St. Antoine, Lotbinière	do	27	90	3	00
St. Antoine, River Richelieu	do	18	28	1	50
St. Antonin	do	3	26	1	50
St. Apollinaire	do	7	52	1	50
St. Armand Centre	do	2	31	1	50
St. Arsène	do	27	68	3	00
St. Athanase	do	77	82	1	50
St. Aubert	do	6	62	1	50
St. Augustin, Portneuf	do	5	44	1	50
St. Augustin, Two Mountains	do	14	76	1	50
St. Barnabé, St. Maurice	do	9	70	1	50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
St. Barnabé, Rivière Yamaska	Postmaster	12	75	1	50
St. Barthélemi	do	41	00	1	50
St. Bazile	do	8	52	1	50
Ste. Béatrix	do	1	50	1	50
St. Benoit	do	28	55	3	00
St. Bernard	do	5	92	1	50
Ste. Brigide	do	16	74	1	50
Ste. Brigitte des Saults	(From 1st November, 1863)	3	95	1	33
St. Bruno	do	22	51	1	50
Ste. Camille	(From 1st January, 1864)	3	23	1	00
St. Canute	do	4	69	1	50
St. Casimir	do	15	86	1	50
Ste. Catharines, East	do	12	02	1	50
Ste. Catharines, West	do	1375	29	24	00
St. Célestin	do	17	98	1	50
St. Césaire	do	113	06	3	00
St. Charles, Rivière Richelieu	do	55	68	3	00
St. Charles, Rivière Boyer	do	18	29	1	50
St. Christophe d'Arthabaska	do	90	36	1	50
Ste. Claire	do	21	35	1	50
St. Cléments	do	23	46	1	50
St. Clet	do	15	24	1	50
St. Columbin	do	14	16	1	50
St. Constant	do	18	56	1	50
Ste. Croix	do	39	86	1	50
Ft. Cuthbert	do	19	72	1	50
St. Cyrille	do	2	72	1	50
St. Damase	do	18	88	1	50
St. David	do	34	38	1	50
St. Denis, River Richelieu (St. Hyacinthe)	do	71	51	3	00
St. Denis de la Boutellerie, Kamouraska	do	17	46	1	50
St. Didace	do	10	03	1	50
St. Dominique	do	16	13	1	50
St. Edouard	do	13	33	1	50
Ste. Elizabeth	do	19	51	2	25
St. Eloi	do	4	19	1	50
St. Ephrem d'Upton	do	56	15	1	50
St. Esprit	do	10	87	1	50
St. Etienne	do	11	39	1	50
St. Eugène	do	25	03	1	50
St. Eustache	do	134	55	6	00
St. Evariste de Forsythe	do	10	71	1	50
St. Fabien	do	11	23	1	50
St. Famille	do	8	46	1	50
St. Félix de Valois	do	12	66	1	50
Ste. Flavie	do	34	52	1	50
St. Flavien	do	7	06	1	50
St. Foy	do	10	07	1	50
St. Francis	do	24	19	2	25
St. François, Montmagny	do	18	53	1	50
St. François, Beauce	do	87	89	6	00
St. François, Nord-Est	do	2	65	0	17
St. François d'Orléans	(From 1st June, 1864)	4	27	1	50
St. Frédéric	do	3	59	1	50
St. Gabriel de Brandon	do	23	09	1	50
Ste. Geneviève	do	20	66	1	50
St. George, Beauce	do	11	13	3	00

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
St. George. Brant.....	Postmaster.....	83	28	6	00
St. George de Windsor.....	do.....	7	8	1	50
St. Gertrude.....	do.....	8	3	1	50
St. Gervais.....	do.....	35	7	1	50
St. Giles.....	do.....	29	23	3	00
St. Grégoire.....	do.....	35	73	1	50
St. Guillaume d'Upton.....	do.....	29	31	1	50
St. Hélène.....	do.....	11	48	1	50
St. Hélène de Bagot.....	do.....	13	30	1	50
St. Helens.....	do.....	25	71	1	50
St. Hénédine.....	do.....	9	69	1	50
St. Henri.....	do.....	61	69	4	50
St. Hermas.....	do.....	24	64	3	00
St. Hilaire Station.....	(From 1st April, 1863).....	165	45	20	00
St. Hilaire, Village.....	do.....	15	24	1	50
St. Hubert.....	do.....	9	56	1	50
St. Hugues.....	do.....	67	01	3	00
St. Hyacinthe.....	do.....	480	53	1	50
St. Irénée.....	do.....	8	22	1	50
St. Isidore, Dorchester.....	do.....	14	34	1	50
St. Isidore, Laprairie.....	do.....	17	10	1	50
St. Ives.....	do.....	6	19	1	50
St. Jacobs.....	do.....	48	39	1	50
St. Jacques.....	do.....	20	78	1	50
St. Jacques le Mineur.....	do.....	14	38	1	50
St. Janvier.....	do.....	9	40	1	50
St. Jean Baptiste.....	do.....	18	05	1	50
St. Jean Chrysostôme, Châteauguay.....	do.....	81	47	1	50
St. Jean Chrysostôme, Lévis.....	do.....	13	01	1	50
St. Jean des Chaillons.....	do.....	27	62	1	50
St. Jean de Matha.....	do.....	7	51	1	50
St. Jean d'Orléans.....	do.....	15	16	1	50
St. Jean Port Joli.....	do.....	43	98	3	00
St. Jérôme.....	do.....	54	00	3	00
St. Joachim.....	do.....	9	75	1	50
St. Johns, East.....	do.....	587	55	30	00
St. Joseph.....	do.....	49	63	3	00
St. Joseph du Lac.....	do.....	8	59	1	50
St. Jude.....	do.....	22	23	1	50
St. Julie.....	do.....	6	04	1	50
St. Julie de Somerset.....	do.....	49	09	1	50
St. Julienne.....	do.....	12	89	1	50
St. Justin.....	do.....	9	56	1	50
St. Lambert.....	do.....	11	35	1	50
St. Lambert, Montréal.....	do.....	15	81	1	50
St. Laurent d'Orléans.....	do.....	9	77	1	50
St. Laurent, Montréal.....	do.....	64	33	1	50
St. Lazare.....	do.....	6	19	1	50
St. Léon.....	do.....	34	99	1	50
St. Liboire.....	do.....	21	67	1	50
St. Liguori.....	do.....	7	11	1	50
St. Liu.....	do.....	17	27	1	50
St. Louis de Gonzague.....	do.....	39	07	2	25
St. Louise.....	do.....	13	43	1	50
St. Luc.....	do.....	11	42	1	50
St. Luce.....	do.....	14	41	1	50
St. Marc.....	do.....	17	35	1	50
St. Marcel.....	do.....	14	52	1	50
St. Marguerite.....	do.....	7	83	1	50

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Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Ste. Marie de Monnoir.....	Postmaster.....	71	49	1	50
Ste. Marthe.....	do.....	29	60	1	50
St. Martin.....	do.....	58	87	3	75
Ste. Martine.....	do.....	52	75	3	00
Ste. Marys, Blanshard.....	do.....	641	17	12	00
St. Mathias.....	do.....	28	74	1	50
St. Maurice.....	do.....	21	62	1	50
St. Michel.....	do.....	58	68	6	00
Ste. Modeste.....	do.....	5	62	1	50
Ste. Monique.....	do.....	17	72	1	50
St. Narcisse.....	do.....	7	70	1	50
St. Nicholas.....	do.....	44	62	1	50
St. Norbert.....	do.....	6	10	1	50
St. Onézime.....	do.....	2	67	1	50
St. Ours.....	do.....	81	18	3	00
St. Pacôme.....	do.....	13	52	1	50
St. Paschal.....	do.....	23	93	3	00
St. Patrick's Hill.....	do.....	10	85	1	50
St. Paul d'Industrie.....	do.....	14	48	1	50
St. Paulin.....	do.....	9	99	1	50
St. Paul l'Hermite.....	do.....	30	39	1	50
St. Paul's Bay.....	do.....	91	22	6	00
St. Philippe.....	do.....	14	76	1	50
Ste. Philomène.....	do.....	22	72	2	25
St. Pie.....	do.....	50	63	3	00
St. Pierre d'Orléans.....	do.....	7	81	1	50
St. Pierre, Montmagny.....	do.....	15	54	1	50
St. Pierre les Beequets.....	do.....	43	65	2	25
St. Placide.....	do.....	14	60	1	50
St. Polycarpe.....	do.....	50	69	2	25
St. Prosper.....	do.....	7	74	1	50
St. Raphael, East.....	do.....	19	56	3	00
St. Raphael, West.....	do.....	19	85	1	50
St. Raymond.....	do.....	23	88	1	50
St. Régis.....	do.....	1	84	0	50
St. Rémi.....	do.....	92	00	4	50
St. Robert.....	do.....	9	86	1	50
St. Roch de Richelieu.....	do.....	8	85	1	50
St. Roch des Aulnets.....	do.....	14	76	3	00
St. Roch l'Achigan.....	do.....	16	78	1	50
St. Romain.....	do.....	2	13	1	50
Ste. Rosalie.....	do.....	23	21	1	50
Ste. Rose.....	do.....	31	83	3	00
St. Sauveur.....	do.....	7	94	1	50
St. Sauveur de Québec.....	do.....	59	56	1	50
Ste. Scholastique.....	do.....	64	30	1	50
St. Sévère.....	do.....	3	53	1	50
St. Simon de Yamaska.....	do.....	34	06	1	50
St. Simon de Rimouski.....	do.....	16	93	1	50
Ste. Sophie.....	do.....	18	26	1	50
Ste. Sophie de Lacorne.....	do.....	7	73	1	50
St. Stanislas.....	do.....	29	73	1	50
St. Stanislas de Kostka.....	do.....	9	20	1	50
St. Sulpice.....	do.....	12	46	1	50
St. Sylvester.....	do.....	18	74	1	50
St. Sylvester, East.....	do.....	32	60	1	50
St. Théodore.....	do.....	9	10	1	50
Ste. Thérèse de Blainville.....	do.....	72	96	3	00
St. Thomas, East.....	do.....	4	10	1	50

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Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
St. Thomas, West.....	Postmaster.....	522	17	24	00
St. Timothée.....	do.....	29	07	1	50
St. Titc.....	do.....	6	26	1	50
St. Urbain.....	do.....	18	13	1	50
Stc. Ursule.....	do.....	21	42	1	50
St. Valentin.....	do.....	23	27	1	50
St. Valérien.....	do.....	5	72	1	50
St. Vallier.....	do.....	17	31	3	00
Sre. Victoire.....	do.....	10	93	1	50
St. Vincent.....	do.....	207	39	6	00
St. Vincent de Paul.....	do.....	41	82	1	50
St. Zéphirin.....	do.....	22	05	1	50
St. Zotique.....	do.....	15	33	1	50
Sable.....	do.....	13	19	1	50
Sabrevois.....	do.....	18	84	1	50
Saintfield.....	do.....	10	44	1	50
Salem.....	do.....	15	00	1	50
Salford.....	do.....	29	57	1	50
Sandford.....	do.....	14	39	1	50
Sandhill.....	do.....	43	85	3	00
Sandhurst.....	do.....				
	(Re-opened 1st November, 1863; formerly Fredericksburg).....	13	35	1	33
Sand Point.....	do.....	33	19	1	50
Sandwich.....	do.....	145	27	15	00
Sandy Bay (late Macnider).....	do.....	19	81	1	50
Sandy Beach.....	do.....	6	02	1	50
Sarawak.....	do.....	5	25	1	50
Sarnia.....	do.....	727	96	24	00
Saugeen.....	do.....	193	08	6	00
Sault au Récollet.....	do.....	47	56	1	50
Sault Ste. Marie.....	do.....	97	84	5	00
Savage's Mills.....	do.....	2	62	0	50
(From 1st April, 1864).....					
Sayerville.....	do.....	40	42	1	50
Scarboro'.....	do.....	24	37	4	50
Schomberg.....	do.....	80	39	1	50
Seone.....	do.....	16	67	1	50
Scotch Block.....	do.....	4	54	1	50
Scotland.....	do.....	77	10	2	25
Seugog.....	do.....	3	70	1	50
Seaforth.....	do.....	277	23	4	50
Sebringville.....	do.....	46	25	1	50
Secley Bay.....	do.....	20	80	1	50
Selby.....	do.....	29	33	1	50
Selkirk.....	do.....	61	28	2	25
Selwyn.....	do.....	6	17	1	50
Seneca.....	do.....	301	20	6	00
Settrington.....	do.....	1	27	1	50
Severn Bridge.....	do.....	34	06	1	50
Shakespeare.....	do.....	86	72	6	00
Shamrock.....	do.....	7	85	1	50
Shannonville.....	do.....	80	04	3	00
Shanty Bay.....	do.....	11	77	1	50
Sharon.....	do.....	66	43	1	50
Sharpton.....	do.....	5	61	1	50
Shawbridge.....	do.....	16	24	1	50
Shawenegan.....	do.....	10	83	1	50
Sheffield.....	do.....	35	84	2	70
Shefford Mountain.....	do.....	13	75	1	50
Sherbrooke.....	do.....	660	29	24	00

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Name of Post Office.	Office.	Amount of Commission, &c.	Allowance for Stationery.
Sheridan	Postmaster	\$ 12 44	\$ 1 50
Sheriston	do	10 81	1 50
Sherrington	do	21 13	1 50
Shipley	do	17 91	1 50
Shoolbred	(From 1st April, 1864)	1 90	0 50
Shrewsbury	do	1 94	1 50
Sillsville	do	6 55	1 50
Silver Creek	do	9 55	1 50
Silver Hill	do	24 41	1 50
Silverhoe	do	51 82	3 00
Simcoe	do	693 77	24 00
Singhampton	do	32 18	1 50
Six Portages	(From 1st February, 1864)	19 01	0 83
Skye	do	7 22	1 50
Sleswick	do	8 36	1 50
Sligo	do	9 90	1 50
Smithfield	do	25 11	1 50
Smith's Falls	do	259 33	24 00
Smithville, Lincoln	do	97 91	0 00
Sombra	do	78 52	3 00
Somerset	do	121 05	7 50
Souya	do	22 51	1 50
Sorel	do	397 14	15 00
South Bolton	do	9 40	1 50
South Cayuga	do	24 18	1 50
South Douro	do	15 60	1 50
South Dummer	do	7 08	1 50
South Durham	do	40 03	1 50
South Elmsley	do	13 68	1 50
South Ely	do	15 89	1 50
South Finch	do	15 05	1 50
South Gloucester	do	12 70	2 25
South Gower	do	9 61	2 25
South Granby	do	12 04	1 50
South Hinchinbrook	do	16 47	1 50
South March	do	20 39	1 50
South Monaghan	do	24 72	2 25
South Mountain	do	36 25	1 50
South Potton	do	23 53	1 50
South Quebec	do	110 79	1 50
South Roxton	do	4 85	1 50
South Zorra	do	38 17	1 50
Sparta	do	94 79	3 00
Speedside	do	14 65	1 50
Spencer Cove	do	43 10	3 00
Spencerville	do	56 57	1 50
Spring Harbour	do	15 87	1 50
Springfield	do	28 57	1 50
Springford	do	56 02	1 50
Springville	do	22 93	1 50
Staffa	do	14 73	1 50
Stafford	do	5 54	1 50
Stamford	do	56 17	1 50
Stambridge, East	do	75 86	6 00
Standon	do	3 29	1 50
Stanford	do	162 12	3 00
Stanhope	do	12 96	1 50
Stanley's Mills	do	21 85	3 00
Stanstead	do	252 24	18 00

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery: for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.	Allowance for Stationery.
Starnesboro'.....	Postmaster.....	\$ 18 57	\$ 1 50
Stayner.....	do.....	726 96	3 00
Stella.....	do.....	34 35	1 50
Stevensville.....	do.....	25 38	1 50
Stirling.....	do.....	155 99	3 00
Stirton.....	do.....	14 63	1 50
Stoco.....	do.....	5 18	1 50
Stonefield.....	do.....	20 01	1 50
Stoneham.....	do.....	5 14	1 50
Stony Creek.....	do.....	63 59	6 00
Stornoway.....	do.....	20 31	1 50
Stottville.....	do.....	81 76	6 00
Stouffville.....	do.....	123 26	6 00
Strabane.....	do.....	23 94	1 50
Straffordville.....	do.....	82 81	1 50
Strangford.....	do.....	5 13	1 50
Stratford.....	do.....	1097 59	18 00
Strathburn.....	do.....	20 27	1 50
Strathglass.....	do.....	15 60	1 50
Strathroy.....	do.....	301 32	6 00
Sweetsville.....	do.....	137 42	4 50
Stirton.....	do.....	4 42	1 50
Stromness.....	do.....	26 25	1 50
Stukely.....	do.....	26 66	1 50
Sullivan.....	do.....	18 41	1 50
Summers town.....	do.....	21 00	1 50
Summersville.....	do.....	22 39	1 50
Sunbury.....	(From 1st March, 1864).....	4 14	0 67
Sunnidale.....	do.....	9 05	1 50
Sutherland's Corners.....	do.....	24 01	1 50
Sutton.....	do.....	28 96	1 50
Sweaburg.....	do.....	16 42	1 50
Sweetsburgh.....	do.....	39 04	6 00
Switzerville.....	do.....	3 98	1 50
Sydenham Place.....	do.....	14 95	1 50
Sylvan.....	do.....	31 86	3 00
Tadousac.....	do.....	11 20	1 50
Talbotville Royal.....	do.....	18 62	1 50
Tamworth.....	do.....	83 82	1 50
Tannery, West.....	do.....	37 72	1 50
Tapleytown.....	do.....	11 53	1 50
Tara.....	do.....	35 06	1 50
Tatlock.....	do.....	4 93	1 50
Tavistock.....	do.....	59 86	1 50
Tecumseth.....	do.....	42 28	1 50
Teeswater.....	do.....	70 94	1 50
Telfer.....	do.....	12 50	1 50
Templeton.....	do.....	22 90	1 50
Tempo.....	(From 1st June, 1864).....	0 26	0 17
Terrebonne.....	do.....	94 37	2 25
Tessierville.....	do.....	7 21	1 50
Teviotdale.....	do.....	18 28	1 50
Thamesford.....	do.....	62 98	1 50
Thamesville.....	do.....	17 73	1 50
Thistletown.....	do.....	34 92	1 50
Thomasburg.....	do.....	20 65	1 50
Thornbury.....	do.....	51 53	1 50
Thornedale.....	do.....	41 94	1 50
Thorne.....	do.....	10 15	1 50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Thornhill.....	Postmaster.....	106	86	4	50
Thornton.....	do.....	20	06	1	50
Thorold.....	do.....	217	27	15	00
Thorold Station.....	do.....	34	00	1	50
Three Rivers.....	do.....	638	24	27	00
Thurlow.....	do.....	8	68	1	50
Thurso.....	do.....	99	43	3	00
Tilbury, East.....	do.....	19	05	1	50
Tiverton.....	do.....	27	98	1	50
Toledo.....	do.....	34	15	3	00
Tapping.....	do.....	7	96	1	50
Torbolton.....	(From 1st January, 1864).....	2	32	1	00
Tornore.....	do.....	8	13	1	50
Tottenham.....	do.....	20	43	1	50
Townsend Centre.....	do.....	12	09	1	50
Trafalgar.....	do.....	44	03	6	00
Treadwell.....	do.....	3	62	1	50
Treacastle.....	do.....	17	76	1	50
Tremblay.....	do.....	3	55	1	50
Trenholm.....	do.....	10	10	1	50
Trenton.....	do.....	264	45	7	50
Tring.....	do.....	10	62	1	50
Trois Pistoles.....	do.....	64	28	3	00
Trois Saumons.....	do.....	7	62	1	50
Trout River.....	do.....	4	50	1	50
Trowbridge.....	do.....	18	60	1	50
Troy.....	do.....	23	67	1	50
Trudelle.....	do.....	17	59	1	50
Team.....	do.....	10	28	1	50
Tullamore.....	do.....	39	47	6	00
Tuscarora.....	do.....	26	47	1	50
Tweed.....	do.....	39	30	1	50
Tweedside.....	do.....	5	02	1	50
Tyresauell.....	do.....	21	93	1	50
Tyrene.....	do.....	34	30	1	50
Udora.....	do.....	12	12	1	50
Ulverton.....	do.....	51	05	2	25
Underwood.....	do.....	14	19	1	50
Union.....	do.....	54	62	1	50
Unionville.....	do.....	31	36	1	50
Utica.....	do.....	28	64	1	50
Uttersou.....	(From 1st June, 1864).....	0	18	0	17
Uxbridge.....	do.....	179	85	4	50
Valentier.....	do.....	16	1	1	50
Valcourt.....	(From 1st May, 1864).....	1	28	0	33
Valleyfield.....	do.....	63	52	1	50
Vandecar.....	do.....	10	18	1	50
Vankleek Hill.....	do.....	143	50	6	00
Varennes.....	do.....	40	36	1	50
Varna.....	do.....	34	48	1	50
Vaudreuil.....	do.....	115	03	3	00
Venice.....	(From 1st March, 1864).....	1	24	0	67
Verchères.....	do.....	68	00	1	50
Verdon.....	(From 1st May, 1864).....	0	86	0	33
Vernon.....	do.....	10	51	1	50
Vernonville.....	do.....	20	60	1	50
Verona.....	do.....	6	50	1	50
Vesta.....	do.....	5	98	1	50
Victoria Corners.....	do.....	8	48	1	50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Victoria Square.....	Postmaster.....	18	97	1	50
Vicna.....	do.....	368	87	6	00
Viger.....	do.....	2	31	1	50
Village des Aulnais.....	do.....	29	35	1	50
Village Richelieu.....	do.....	0	59	0	17
Villanova.....	(From 1st June, 1864).....	12	59	1	50
Violet.....	do.....	10	72	1	50
Virgil.....	do.....	22	70	1	50
Vittoria.....	do.....	105	85	6	00
Vroomanton.....	do.....	41	93	1	33
Wakefield.....	(17c. over-credited in December, 1862).....	41	56	1	50
Walkerton.....	do.....	243	60	6	00
Wallace.....	do.....	18	90	1	50
Wallaceburg.....	do.....	145	46	2	25
Wallacetown.....	do.....	56	67	3	00
Wallbridge.....	do.....	8	49	1	50
Walsingham.....	do.....	51	28	2	25
Walter's Falls.....	do.....	19	75	1	50
Walton.....	do.....	20	64	1	50
Wanstead.....	do.....	41	92	1	50
Warden.....	do.....	19	55	1	50
Wardsville.....	do.....	118	47	12	00
Warkworth.....	do.....	90	65	1	50
Warner.....	(Re-opened 1st December, 1863).....	7	16	1	17
Warrington.....	do.....	9	51	1	50
Warsaw.....	do.....	32	32	1	50
Warwick, C. E.....	do.....	80	21	3	00
Warwick, C. W.....	do.....	63	26	3	00
Washington.....	do.....	43	33	1	50
Waterdown.....	do.....	112	52	3	00
Waterford.....	do.....	190	01	6	00
Waterloo, C. E.....	do.....	215	36	6	00
Waterloo, C. W.....	do.....	253	15	7	50
Waterloo, Kingston.....	do.....	46	34	1	50
Waterville.....	do.....	61	14	3	00
Watford.....	do.....	89	25	1	50
Watson's Corners.....	do.....	19	23	1	50
Waverley.....	(From 1st April, 1863).....	7	22	2	00
Way's Mills.....	do.....	3	85	1	50
Weedon.....	do.....	10	73	1	50
Welland.....	do.....	199	14	2	25
Welland, Port.....	do.....	48	35	3	00
Wellesley.....	do.....	58	31	3	00
Wellington.....	do.....	119	82	4	50
Wellington Square.....	do.....	166	90	6	00
Wellman's Corners.....	do.....	5	48	1	50
West Arran.....	do.....	19	86	1	50
West Brone.....	do.....	21	66	1	50
West Brook.....	do.....	16	51	1	50
West Broughton.....	do.....	5	63	1	50
Westbury.....	do.....	5	70	1	50
West Essa.....	do.....	35	66	1	50
West Farnham.....	do.....	181	76	7	50
Westfield.....	do.....	11	40	1	50
West Flamboro'.....	do.....	93	65	3	00
West Huntingdon.....	do.....	9	61	1	50
West Huntly.....	do.....	6	64	1	50
West McGillivray.....	do.....	30	18	1	50
Westmeath.....	do.....	53	27	4	50

REPORT No. 3.—A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—Continued.

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Weston	Postmaster	154	62	3	00
West Osgoode	do	17	88	1	50
Westover	do	12	02	1	50
Westport	do	52	06	2	25
West's Corners	do	33	26	1	50
West Sheffield	do	29	01	1	50
West Winchester	do	34	82	1	50
Westwood	do	26	70	1	50
West Woolwich	do	74	29	1	50
Wheatland	do	7	66	1	50
Whitby	do	805	02	18	00
Whitehurst	do (From 1st April, 1864)	1	64	0	50
White Lake	do	33	33	1	50
White Rose	do	3	86	1	50
Whitevale	do	26	25	1	50
Whitfield	do	5	89	1	50
Whittington	do	12	17	1	50
Wick	do	22	64	1	50
Wicklow	do	19	84	1	50
Widder	do	73	25	2	25
Widder Station	do	64	94	3	00
Wilkesport	do	11	29	1	50
Williams	do	17	81	1	50
Williamstown	do	74	66	3	00
Willscroft	do	4	30	1	50
Willowdale	do	45	17	1	50
Wilmur	do	4	79	1	50
Wilton	do	31	64	1	50
Winchelsea	do (From 1st December, 1863)	6	05	1	17
Winchester	do	56	53	1	50
Windham Centre	do	17	81	1	50
Windsor	do	767	75	24	00
Windsor Mills	do	45	18	1	50
Winfield	do	14	51	1	50
Wingham	do	93	62	1	50
Winterbourne	do	35	12	1	50
Wisbeach	do	48	02	6	00
Woburn	do	23	65	1	50
Wolfe Island	do	74	32	2	25
Wolfstown	do	4	31	1	50
Wolverton	do	21	17	1	50
Woodbridge	do	85	77	3	75
Woodburn	do	14	33	1	50
Woodford	do (From 1st July, 1863)	18	17	1	50
Woodlands	do (From 1st February, 1864)	8	20	0	83
Woodside	do	10	13	1	50
Woodslee	do	17	95	1	50
Woodstock	do	877	96	18	00
Woodville	do	85	25	1	50
Wooler	do	18	17	1	50
Wotton	do	26	56	3	00
Wright	do	32	22	1	50
Wroxeter	do	154	07	3	00
Wyandott	do	12	91	1	50
Wybridge	do	15	85	1	50
Wynford	do	48	20	1	50
Wyoming	do	153	29	1	50
Yamachiehe	do	55	63	4	50
Yamaska	do	89	08	7	50

REPORT No. 3. - A Report in detail of all charges for Salaries and Commissions, shewing in each case the service or duty performed, &c., also, a Report in detail of the allowances granted to Postmasters for the purchase of Stationery; for the period from 1st October, 1863, to 30th June, 1864.—*Continued.*

Name of Post Office.	Office.	Amount of Commission, &c.		Allowance for Stationery.	
		\$	cts.	\$	cts.
Yarker	Postmaster	21	78	1	50
Yarmouth Centre.....	do (From 1st December, 1863).....	12	16	1	17
York	do	79	28	3	00
York Mills.....	do	49	99	3	75
York River.....	do	11	25	1	50
Yerkville.....	do	219	69	3	00
Zetland.....	do	8	08	1	50
Zimmerman	do	22	26	1	50
Zurich	do	57	80	1	50
Total		\$ 117213	46	5424	46

O. MOWAT,
Postmaster General.

H. A. WICKSTEED,
Accountant.

(C IN REPORT No. 3.)

A Report in detail of all charges for Commission on sale of Postage Stamps by Venders in Cities, for the period between 1st October, 1863, and 30th June, 1864.

POST OFFICE.	Amount.	
	\$	cts.
Hamilton.....	208	40
Kingston.....	108	35
London.....	368	89
Montreal.....	2731	03
Ottawa City.....	64	00
Quebec.....	725	60
Toronto.....	1528	59
Total		\$5734 86

O. MOWAT,
Postmaster General.

H. A. WICKSTEED,
Accountant.

(A IN REPORT No. 4.)

Account of Travelling Expenses incurred in the Service of the Post Office Department, Canada, for the period from 1st October, 1863, to 30th June, 1864.

Name.	Service.	Amount.	
		\$	cts.
Hon. O. Mowat, Postmaster General.....	Expenses at Montreal concerning new Ocean Mail contract.....	30	00
W. H. Griffin, Deputy Postmaster General.....	do do do do	15	25
W. G. Sheppard, P. O. I., Quebec Division.....	Travelling allowance and mileage.....	400	40
A. A. de Gaspé, Assistant to P. O. I., do.....	do do	162	81
Edwin F. King, P. O. I., Montreal Division.....	do do	415	50
C. W. Hayden, Clerk in P. O. I.'s Office, Montreal.....	do do	43	50
M. Sweetnam, P. O. I., Kingston Division.....	do do	398	90
R. W. Barker, Clerk in P. O. I.'s Office, Kingston.....	do do	3	00
John Dewe, P. O. I., Toronto Division.....	do do	159	80
T. Jolley, Clerk in P.O.I.'s Office, Toronto.....	do do	18	10
W. Cuppage, do do.....	do do	30	80
Gilbert Griffin, P. O. I., London Division.....	do do	158	60
G. Cox, Clerk in P. O. I.'s Office, London.....	do do	68	90
J. D. Shalman, Clerk in P. O., London.....	do	4	00
W. H. Claff.....	do as Acting Railway Mail Clerk, O. & P. R.R., 6 days	9	00
British Mail Clerks.....	Expenses incurred whilst in charge of Mails to and from Ocean Mail Steamers, including \$25 over-paid, subsequently refunded.....	717	62
V. Devlin.....	Expenses incurred in travelling from Maidstone to Windsor and back, for a mail lock for P. M. of Maidstone.....	1	50
T. Sheehan, Messenger in P. O., Quebec.....	Expenses incurred whilst in charge of Mails.....	1	25
G. Duncan.....	Expenses incurred in travelling from Clifton to Niagara Falls, N. Y., and returning, on P. O. business.....	1	75
G. Brown, P. M. of Owen Sound.....	Expenses incurred in obtaining the Monthly and Quarterly Returns of the P. O., Woodford.....	10	00
J. Turcotte.....	Expenses incurred in travelling from St. Pierre les Becquets to Bécancour, and returning, on P. O. business.....	1	50
J. Blakely, of Bethany.....	Expenses incurred in travelling on P. O. business.....	1	00
	Total.....	\$2653	18

O. MOWAT,
Postmaster General.

H. A. WICKSTEED,
Accountant.

(B. IN REPORT No. 4.)

ACCOUNT of Sums paid in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, Canada, for the period from 1st October, 1863, to 30th June, 1864.

Name.	Particulars.	Amount.	
		\$	cts.
American Bank Note Co.	Manufacturing letter and newspaper stamps for P. O. Department.	619	25
D. G. Berri.	Stamps and seals for do	808	49
De Grave, Short & Faucher.	Brass weights for do	75	88
T. Andrews	Cocoa matting, plumber's work, &c., for do	20	40
P. Chateaufvert	Repairing chimneys for do	9	45
S. Boyce	Office-baskets for do	6	60
E. Hartigan	Glazing for do	1	00
M. Lamontagne	Repairing clocks for do	1	50
H. S. Scott & Co.	Twine, broom, for do	33	50
R. Shaw & Co.	Soap for do	8	47
Anne Kane	Tinsmith's work for do	56	33
J. Porter	Locksmith's work for do	8	02
W. Laird & Co.	Toweling for do	15	97
Mrs. Simon Levy	Tumblers for do	0	90
R. Bouchard	Making and repairing office furniture for do	37	03
S. J. Shaw	Hone, &c., for do	0	87
E. Rousselle	Carpenter's work for P. O. I.'s Office, Quebec	15	27
G. Drake	Stamping brand for P. O. I.'s Office, Montreal	3	12
J. Carlisle	A set of pigeon-holes for do	2	75
J. Gillard	Carpenter's work for do	40	26
Prowse & McFarlane	Water cans, &c. (Railway Mail Service), for P. O. I.'s Office, Montreal	22	85
N. & A. C. Larivière	A mail truck for do	36	00
R. Dunt	Repairing copying press for P. O. I.'s Office, Kingston	2	60
F. Fairman	do do	3	00
D. Crawford & Co	Soap for P. O. I.'s Office, Toronto	8	68
J. E. Ellis	12 months' attendance on clock for P. O. I.'s Office, Toronto	4	00
J. McGeo	Repairing street letter-boxes for do	8	25
J. J. Withrow	Carpenter's work for do	3	00
H. Piper	Repairing Mail Clerk's boxes and cans for do	6	83
Rice, Lewis & Son	Rings for canvas bags for do	1	63
Betley & Kay	Carpet, &c., for do	4	39
J. Hobbs	Repairing mail truck for do	5	00
S. & A. McBride	Repairing furnace, &c. for P. O. I.'s Office, London	50	70
Mills & Anundson	Stamping pads, boxes, &c. (Railway Mail Service), for P. O. I.'s Office, London	88	25
J. W. Baine	A door spring for P. O., Hamilton	0	50
Gurneys, Waver & Co.	Repairing scales for do	4	62
R. & A. Ross	Glazing for do	9	65
R. Juson & Co.	Twine for do	0	00
T. Tindill	Carpenter's work, &c., for do	80	00
W. Farmer	Plumber's work for do	52	10
Chown & Cunningham	Tinsmith's work for P. O., Kingston	4	85
Kingston Gas Co.	1 globe, 3 burners, &c., for do	2	70
Elizabeth Hall	Cleaning stoves for do	1	80
R. M. Horsey	Stove and pipes &c., for do	11	16
Neil McNeil	Plumber's work for do	0	90
S. Muckleston & Co.	Twine, &c., for do	13	48
T. Overend	Glazing, &c., for do	26	57
G. W. Wilkinson	Soap, brooms &c., for do	6	23
J. H. Jackson	One 8 day clock, &c., for P. O., London	11	11
W. Joanes	Carpenter's work for do	18	77
S. & A. McBride	Stove and pipes, &c., for do	50	67
J. Gillard	Carpenter's work, &c., for P. O., Montreal	247	86
S. Boon	Stone step for receiver for do	2	50
J. Boyd	Blacksmith's work, &c., for do	99	45
Kenneth, Campbell & Co.	Soap for do	2	40
L. Larose	Painting, glazing, &c., for do	69	13
J. C. McLaren	Repairing ink pads, &c., for do	11	38
G. Matthews	Brass letter stamp for do	1	50

ACCOUNT of Sums paid in discharge of Tradesmen's Bills, for articles supplied for the Service of the Post Office Department, Canada, for the period from 1st October, 1863, to 30th June, 1864.—*Continued.*

Name.	Particulars.	Amount.	
		\$	cts.
Prowse & McFarlane.....	Tinsmith's work and goods for P. O., Montreal.....	199	14
D. M. McPherson.....	Repairing and regulating clocks for P. O., Montreal.....	56	20
T. Mussen.....	Toweling for do.....	7	82
C. Roberts & Co.....	Registration stamp, &c., for do.....	4	00
Owen McGarvey.....	Six office chairs for do.....	10	50
J. B. F. Louis.....	Setting 2 stone steps under receiving box for do.....	6	10
J. Murphy.....	Lettering for do.....	3	50
Ferrier & Co.....	Hardware for do.....	2	30
T. Andrews.....	Tinsmith's work and goods for P. O., Quebec.....	117	28
W. Eadon.....	Twine for do.....	6	60
J. B. Fréchet.....	do do.....	45	60
C. McDonald & Son.....	Glazing, &c., for do.....	10	62
J. W. McLeod.....	Gum arabic for do.....	1	20
E. Rousselle.....	Carpenter's work for do.....	95	96
S. J. Shaw.....	Hardware, &c., for do.....	2	20
H. Doane.....	Repairs to furnace, &c., for do.....	1	00
G. Booth.....	Painting and glazing for P. O., Toronto.....	28	28
James E. Ellis.....	12 months' attendance on clock for do.....	20	00
C. Garth.....	Castings for hot air furnace for do.....	30	50
W. Hamilton & Son.....	One mail truck for do.....	28	00
N. L. Piper.....	Tinsmith's work and goods for do.....	27	03
J. Ritchie.....	Plumber's work for do.....	54	05
J. J. Withrow.....	Carpenter's work for do.....	55	47
W. Steward.....	Repairing stamping pad for do.....	6	00
Jacques & Hay.....	Window blind and sash, &c., for do.....	5	00
J. Hobbs.....	Repairs to mail truck for do.....	6	00
	Total.....	\$ 3607	27

O. MOWAT,
Postmaster General.

H. A. WICKSTEED,
Accountant.

(C. IN REPORT No. 4.)

ACCOUNT of sums paid for Rents and Taxes on account of the Post Office Department in Canada, for the period from 1st October, 1863, to 30th June, 1864.

Name.	Particulars.	Amount.	
		\$	cts.
G. McMicken.....	Six months' rent of Post Office, Clifton.....	120	00
Murray Street.....	Three do do to 29th June, 1864.....	60	00
Chester Draper.....	Twelve do do Whitby, to 31st Dec., 1863.....	120	00
Mary Allechin.....	Six do do Paris Station, to 30th June, '64.....	50	00
Hamilton Water Works Co.....	Nine months' supply of water to Post Office, Hamilton.....	28	50
Kingston Water Works Co.....	do do do Kingston.....	33	75
Seminary of St. Salpiee, Montreal.....	Ground rent, Post Office, Montreal.....	800	00
Quebec Water Works Co.....	Twelve months' supply of water to Post Office, Quebec.....	120	00
Toronto Water Works Co.....	Nine do do do Toronto.....	60	00
Toronto Corporation.....	Sewerage Tax, 1863 and 1864.....	19	38
Aymer (East).....	Allowance towards Office rent, fuel and light.....	45	00
Barrie.....	do do.....	60	00
Belleville.....	do do.....	120	00
Berlin.....	do do.....	90	00
Bowmanville.....	do do.....	90	00
Brantford.....	do do.....	150	00
Brockville.....	do do.....	180	00
Chatham (West).....	do do.....	150	00
Cobourg.....	do do.....	150	00
Corwall.....	do do.....	90	00
Dundas.....	do do.....	90	00
Galt.....	do do.....	120	00
Goderich.....	do do.....	90	00
Guelfh.....	do do.....	150	00
Ingersoll.....	do do.....	75	00
Niagara.....	do do.....	90	00
Oshawa.....	do do.....	75	00
Ottawa.....	do do.....	225	00
Owen Sound.....	do do.....	60	00
Paris.....	do do.....	120	00
Perth.....	do do.....	90	00
Peterboro'.....	do do.....	150	00
Pictou.....	do do.....	60	00
Port Hope.....	do do.....	150	00
Prescott.....	do do.....	150	00
St. Catharines, W.....	do do.....	120	00
St. Hyacinthe.....	do do.....	60	00
St. Johns.....	do do.....	60	00
St. Marys.....	do do (from 1st Nov., '63).....	53	34
St. Thomas (West).....	do do.....	60	00
Sandwich.....	do do.....	60	00
Sarnia.....	do do.....	90	00
Sherbrooke.....	do do.....	60	00
Simcoe.....	do do.....	60	00
Sorel.....	do do.....	60	00
Stratford.....	do do.....	90	00
Three Rivers.....	do do.....	90	00
Windsor.....	do do.....	60	00
Woodstock.....	do do.....	120	00
Total.....		\$5274	97

O. MOWAT,

Postmaster General.

H. A. WICKSTEED,

Accountant.

(D. IN REPORT No. 4.)

REPORT in detail of the Expenditure of the Department for Stationery, Printing and Advertising, for the period from 1st October, 1863, to 30th June, 1864.

Name.	Particulars.	Amount.	
		\$	cts.
C. E. Holiwell.....	Stationery for Post Office Department.....	203	47
Middleton and Dawson.....	do do do.....	72	25
R. Miller.....	do do do.....	179	50
A. Dredge.....	Binding, &c., for do.....	25	75
C. Fraser.....	Wrapping paper for do.....	7	50
A. H. Wagner.....	Stationery for do.....	1	50
John Lovell.....	1 copy Montreal Directory for do.....	474	15
Partridge & Cozens.....	Stationery for do.....	53	55
G. & G. E. Desbarats.....	do (including \$22.35 over paid subsequently refunded)	18	60
P. Sinclair & Son.....	do do do.....	1	25
S. J. Shaw.....	1 paper knife for do.....	11	25
W. C. Chewett & Co.....	Almanacs for 1864 for do.....	6	00
C. E. Holiwell.....	do do do.....	5	00
J. L. Mitchell.....	Canada Directory '64-'65, do.....	11	00
E. Pickup.....	Railway Guide for do.....	8	00
Bisset & Fraser.....	Stationery for P. O. D.....	6	00
H. J. Morgan.....	12 copies Parliamentary Companion for do.....	3	00
G. & G. E. Desbarats.....	Stationery for P. O. I.'s Office, Quebec, for Railway Mail Clerks.....	10	00
Holiwell & Alexander.....	Stationery for P. O. I.'s Office, Quebec.....	0	80
H. S. Scott & Co.....	Twine do do.....	0	75
Middleton & Dawson.....	Stationery do do.....	2	85
F. H. Hall.....	4 plans of Quebec, &c., for do.....	20	55
C. E. Holiwell.....	Stationery for do.....	3	00
Angus & Logan.....	Wrapping paper for Railway Mail Clerks, for do.....	3	30
Middleton & Dawson.....	Stationery for do do do.....	1	50
G. H. Cherrier & Co.....	Directory for P. O. I.'s Office, do.....	43	77
Dawson Brothers.....	do do Montreal.....	2	75
V. E. Mauger.....	Labels for do.....	5	00
F. G. McDonnell.....	1 plan of Township of Roxton for do.....	55	42
R. Miller.....	Stationery for Railway Mail Clerks, do.....	92	20
Angus & Logan.....	do do do.....	3	50
W. Hackwell.....	Plan of Township of "Ely," P. O. D., Montreal.....	5	00
W. R. Dark.....	Map, District of St. Francis do.....	5	00
R. Lyon.....	Map, County Carleton, P. O. I.'s Office, Kingston.....	14	56
J. Creighton.....	Stationery for do do do.....	23	40
Buntin Bros. & Co.....	do do for Railway Mail Clerks.....	10	25
Do.....	Stationery for P. O. I.'s Office, Kingston.....	1	25
J. Creighton.....	Stationery for Railway Mail Clerks, do.....	20	25
E. Hamel.....	Ruling Time Bills, &c., do.....	5	50
John Henderson.....	Stationery for P. O. I.'s Office do.....	29	37
W. C. Chewett.....	do do Toronto.....	68	69
C. A. Backus.....	do for Railway Mail Clerks.....	126	77
Do.....	do for Railway Mail Clerks do.....	4	00
J. Copeland.....	Canada Directory for P. O. I. do.....	2	00
G. Mitchell.....	Directory of City Toronto for do.....	2	00
J. Disturnell.....	Directory of U. S. for do.....	45	25
R. Reid.....	Stationery for P. O. I.'s Office, London.....	90	29
R. Reid.....	do do do Railway Mail Clerks, London.....	42	73
R. Reid.....	do do London and Paris Station Office.....	71	45
E. A. Taylor.....	Stationery for P. O. I.'s Office do.....	77	40
W. T. Carry.....	do do and Paris Station P. O.....	32	00
Chas Chapman.....	Binding for P. O. I.'s Office, London.....	14	00
Ta. rry Bros.....	2 maps for do.....	3257	79
J. B. burn.....	Printing for P. O. Department.....	26	22
Hunter, Rose & Co.....	Printing and stationery for do.....	129	56
Do.....	do P. M. General's Report.....	356	75
N. Aubin.....	do for P. O. D.....	66	68
Donaghue & Kelly.....	do do.....	211	73
J. Blackburn.....	do for P. O. I.'s Office, Quebec.....		

REPORT in detail of the Expenditure of the Department for Stationery, Printing and Advertising, for the period from 1st Oct., 1863, to 30th June, 1864.—Continued.

Name.	Particulars.	Amount.	
		\$	cts.
Donoghue & Kelly	Printing for P. O. D., Quebec	173	12
P. Wilson & Co.	do and advertising for P. O. D., Montreal	22	90
J. Lovell	do for P. O. D., Montreal	678	52
E. Hamel	do for Railway Mail Clerks, P. O. D., Kingston	9	00
do	do for P. O. D., Kingston	21	50
J. M. Carman	do Time Bills do	52	37
do	do and advertising do	102	64
John Rowlands	do for P. O. D., Kingston	51	17
E. L. Barker	do do do	43	78
Lovell & Gibson	do do Toronto	1517	46
J. & S. Blackburn ..	do do London	322	15
do	do for Railway Mail Clerks do	335	80
John Siddons	do for P. O. D., London, and Railway Mail Clerks	276	03
Brant "Expositor"	2 year's subscription, to 1st Oct., 1864	6	00
Cobourg "Sun"	1 year's do to April, 1865	3	00
Dundas "Courier"	do do to September, 1864	2	50
Guelph "Advertiser"	do do to 30th September, 1863	2	00
Guelph "Mercury"	do do to July, 1864	2	00
Ingersoll "Chronicle" ..	do do to August, 1863	2	50
Kingston "British American"	2 years' do to 29th December, 1864	12	00
Kingston "Daily News" ..	1 year's do to 9th September, 1864	6	00
Kingston "British Whig" ..	do do to 8th April, 1865	6	00
Montreal "Herald"	do do to 1st December, 1864	8	00
Montreal "Pays"	do do to 15th September, 1864	4	00
Montreal "Presse"	6 months' do to 1st April, 1864	2	50
Montreal "True Witness" ..	1 year's do to 23rd May, 1864	2	50
Norfolk "Messenger"	2 years' do to September, 1863	6	00
Ottawa "Tribune"	do do to 1st April, 1865	4	00
Ottawa "Union"	1 year's do to 31st March, 1865	4	00
Quebec "Daily News"	Subscription to 30th April, 1864 (2 copies)	10	00
do	do to 30th April, 1865	10	00
Quebec "Journal"	2 years' subscription to 1st May, 1864	8	00
Quebec "Mercury"	1 year's do to 31st December, 1864 (2 copies)	12	00
Quebec "Tribune"	6 months' do to 23rd February, 1864	2	00
Quebec "Vindicator"	1 year's do to May, 1864	4	00
Red River Settlement			
"Nor'-Wester"	2 years' do to December, 1864	5	00
St. Mary's "Argus"	do do to 29th August, 1864 (2 copies)	4	00
Simcoe "British Canadian" ..	4 years' do to January, 1865	8	00
Toronto "British Herald" ..	2 years' do to 9th January, 1862 (2 copies)	7	00
Toronto "Freeman"	5 years' do to 16th July, 1864	12	50
Toronto "Globe"	16½ months' do to 31st December, 1864	8	25
Toronto "Leader"	1 year's do to February, 1864	6	00
do	do do to May, 1864, P. O. D., Toronto	6	00
Toronto "Mirror"	2 years' do to 1st January, 1865	4	50
United States Mail	Subscription to No. 48	2	05
Woodstock "Times"	6 months' do to December, 1864	1	00
Aylmer "Times"	Advertising	7	00
Ayr "Observer"	do	11	00
Belleville "Chronicle"	do	3	30
Berlin "Journal"	do	5	00
Cobourg "Sun"	do	22	92
Collingwood "Enterprise" ..	do	3	25
"Colonist" Estate, Toronto ..	do	4	00
Cornwall "Constitution" ..	do 1857 and 1858	7	99
Cornwall "Freeholder"	do	9	84
Dundas "Courier"	do	4	07
Goderich "Signal"	do	15	40
Guelph "Herald"	do	3	36
Hamilton "Spectator"	do	9	40
Hamilton "Times"	do	8	50
Huntingdon "Journal"	do	4	50
Ingersoll "Chronicle"	do	6	00

Report in detail of the Expenditure of the Department for Stationery, Printing and Advertising, for the period from 1st October, 1863, to 30th June 1864.—
Continued.

Name.	Particulars.	Amount.	
		\$	cts.
Kingston "British American".....	Advertising.....	9	00
L'Avenir "Défenseur".....	do.....	20	99
London "Free Press".....	do.....	10	80
Montreal "Gazette".....	do.....	22	00
Montreal "Herald".....	do.....	22	03
Montreal "L'Ordre".....	do.....	25	63
Montreal "Le Pays".....	do.....	17	44
Montreal "Transcript".....	do.....	6	40
Ottawa "Citizen".....	do.....	3	60
Ottawa "Union".....	do.....	16	50
Paris "Star".....	do.....	5	16
Peterboro' "Examiner".....	do.....	4	00
Pictou "Gazette".....	do.....	6	38
Prescott "Telegraph".....	do.....	5	60
Quebec "Chronicle".....	do.....	53	84
Quebec "Canadian".....	do.....	52	60
Quebec "Daily News".....	do.....	52	48
Quebec "Courrier du Canada".....	do.....	55	81
Quebec "Journal".....	do.....	30	36
Quebec "Mercure".....	do.....	71	52
Quebec "La Tribune".....	do.....	15	48
Quebec "Vindicateur".....	do.....	51	00
St. Anne "Gazette des Compagnes".....	do.....	27	72
St. Catherine's "Post".....	do.....	9	50
St. Hyacinthe "Courrier".....	do.....	3	85
St. Hyacinthe "Journal".....	do.....	5	00
St. Mary's "Argus".....	do.....	7	46
St. Thomas "Home Journal".....	do.....	4	92
Sandwich "Essex Journal".....	do.....	5	04
Sarnia "Observer".....	do.....	8	52
Sorel "Gazette".....	do.....	8	00
Stratford "Beacon".....	do.....	14	40
Stratford "Examiner".....	do.....	5	40
Three Rivers "L'Ere Nouvelle".....	do.....	27	46
Three Rivers "Inquirer".....	do.....	4	60
Toronto "Globe".....	do.....	17	60
Toronto "Leader".....	do.....	11	40
Toronto "Mirror".....	do.....	9	60
Toronto "Evening Journal".....	do.....	8	00
Toronto "Watchman".....	do.....	14	50
Waterloo "Advertiser".....	do.....	8	05
Waterloo "Farmers Friend".....	do.....	5	07
Waterloo "Chronicle".....	do.....	3	85
Whitby "Gazette".....	do.....	8	25
Windsor "Essex Recorder".....	do.....	8	00
Woodstock "Times".....	do.....	8	76
Woodstock "Sentinel".....	do.....	4	07
Aberfoyle Post Office.....	Adv. rising Unclaimed Letters.....	0	75
Acton Vale do.....	do.....	12	68
Almonte do.....	May of County of Lanark and Renfrew for P.O.I. Kingston.....	5	80
Ancaster do.....	Advertising Unclaimed Letters.....	6	92
Aurora do.....	do.....	5	94
Aylmer, E., do.....	do.....	16	51
Aylmer, W., do.....	do.....	2	50
Ayr do.....	do.....	2	86
Barrie do.....	do.....	11	38
Bartonville do.....	do.....	0	52
Belleville do.....	do.....	40	92
Bentick do.....	do.....	2	08

REPORT in detail of the Expenditure of the Department for Stationery, Printing and Advertising, for the period from 1st October, 1863, to 30th June, 1864.—

Continued.

Name.	Particulars.	Amount.	
		\$	cts.
Berlin Post Office.....	Advertising Unclaimed Letters.....	28	58
Bowmanville do	do do	8	56
Bradford do	do do	6	46
Brompton do	do do	6	94
Brantford do	do do	19	90
Bridgeport do	do do	6	86
Brockville do	do do	26	74
Carleton Place do	do do	1	20
Castleton do	do do	4	22
Cayuga do	do do	3	66
Chatham, W. do	do do	21	94
Clarksburg do	do do	0	62
Clinton do	do do	6	98
Clinton do	do do	4	16
Cobourg do	do do	37	92
Colborne do	do do	8	90
Cookstown do	do do	1	88
Cornwall do	do do	5	19
Crosshill do	do do	1	34
Culloden do	do do	0	26
Dorchester do	do do	1	38
Drummondville, E. do	do do	5	96
Dunnville do	do do	10	78
East's Corners do	do do	0	68
Eden Mills do	do do	1	60
Edwardsburg do	do do	2	46
Elora do	do do	2	12
Ennisville do	do do	2	38
Fergus do	do do	8	28
Fonthill do	do do	3	90
Galt do	do do	17	12
Gananoque do	do do	7	24
Garafraza do	do do	2	80
Glencol do	do do	2	34
Goderich do	do do	9	30
Granby do	do do	3	30
Guelph do	do do	47	26
Hamilton do	Stationery.....	201	86
do do	Printing and Advertising	166	48
Harpurhey do	Advertising Unclaimed Letters.....	2	60
Hawkesville do	do do	1	83
Hespeler do	do do	2	16
Huntingdon do	do do	0	13
Ingersoll do	do do	10	42
Invermay do	do do	0	90
Iroquois do	do do	3	56
Joliette do	do do	1	50
Kemptville do	do do	11	86
Kincardine do	do do	14	90
Kingston do	Stationery	129	28
do do	Advertising Unclaimed Letters and Printing	60	18
do do	Printing, &c	8	91
Komoka do	Advertising Unclaimed Letters.....	5	58
Lindsay do	do do	13	20
London do	Stationery	44	28
do do	Advertising Unclaimed Letters, Printing, &c.....	101	24
Maitland do	do do	1	44
Manchester do	do do	0	38
Mannheim do	do do	0	68
Markham do	do do	1	86
Merrickville do	do do	1	28
Mitchell do	do do	1	48
Montreal do	Stationery.....	710	37

REPORT in detail of the Expenditure of the Department for Stationery, Printing and Advertising, for the period from 1st October, 1863, to 30th June, 1864.
 —Continued.

Name.	Particulars.	Amount..	
		\$	cts.
Montreal Post Office.....	Advertising Unclaimed Letters, and Printing.....	809	83
do do	Directory of City of Montreal (12 copies).....	18	00
do do	Six P. O. Guides.....	1	50
do do	One U. S. P. O. Directory	2	00
do do	One copy London Directory, etc.....	6	70
do do	N. Y. Directory	3	00
Morrisburg do	Advertising Unclaimed Letters.....	7	12
Mount Elgin do	do do	1	82
Mount Forest do	do do	8	56
Napanee do	do do	21	04
New Hamburg do	do do	6	20
Newmarket do	do do	5	46
Niagara do	do do	5	96
Orangeville do	do do	25	02
Oshawa do	do do	5	63
Ottawa do	do do	71	82
Owen Sound do	do do	19	98
Paris do	do do	23	26
Pembroke do	do do	5	53
Perth do	do do	7	84
Peterboro' do	do do	15	78
Petersburg do	do do	5	18
Picton, Milford, &c., do ..	do do	26	24
Port Dover do	do do	5	52
Port Hope do	do do	32	74
Port Rowan do	do do	2	68
Prescott do	do do	15	62
Preston do	do do	7	04
Prince Albert do	do do	13	24
Princeton do	do do	6	94
Quebec do	Stationery	403	75
do do	Advertising Unclaimed Letters	521	29
do do	One Quebec Directory.....	4	50
do do	One U. S. P. O. Directory.....	4	00
Richmond do	Advertising Unclaimed Letters.....	2	00
Richmond Hill do	do do	2	80
Ste. Agatha do	do do	2	66
St. Catharines do	do do	35	88
St. Hyacinthe do	do do	5	50
St. Jacobs do	do do	0	46
St. John's do	do do	3	72
St. Mary's do	do do	4	92
St. Thomas do	do do	9	10
St. Vincent do	do do	1	70
Sandwich do	do do	2	78
Sarnia do	do do	18-	76
Seaforth do	do do	9	60
Seneca do	do do	15	02
Shakespeare do	do do	3	24
Sheffield do	do do	2	06
Sherbrooke do	do do	10	46
Simcoe do	do do	11	72
Smith's Falls do	do do	8	50
Sorel do	do do	8	66
Spencerville do	do do	3	92
Stanstead do	do do	2	98
Stratford do	do do	22	96
Tavistock do	do do	2	84
Thorold do	do do	8	28
Three Rivers do	do do	27	80
Toronto do	Stationery.....	387	22
do do	Advertising Unclaimed Letters.....	535	25

REPORT in detail of the Expenditure of the Department for Stationery, Printing and Advertising, for the period from 1st Oct., 1863, to 30th June, 1864.—*Cont'd.*

Name.	Particulars.	Amount.	
		\$	cts.
Toronto Post Office.....	Labelling.....	2	50
do do	Canada Directory.....	8	00
do do	Toronto Directory.....	4	00
Vittoria do	Advertising Unclaimed Letters	2	84
Waterford do	do do	3	76
Waterloo do	do do	19	00
Wellesley do	do do	4	40
West Woolwich do	do do	3	72
Whitby do	do do	15	40
Windsor do	do do	40	98
Woodstock do	do do	20	52
	Total.....	\$ 16193	41

O. MOWAT,
Postmaster General.

H. A. WICKSTEED,
Accountant.

(F IN REPORT NO. 4.)

ACCOUNT of sums paid for Fuel and Light for the use of the Post Office Department in Canada, for the period from 1st October, 1863, to 30th June, 1864.

Name.	Particulars.	Amount.	
		\$	cts.
Quebec Gas Company	Gas for Post Office Department.....	23	58
M. Gaurreau	Fuel-wood for do	53	60
R. Shaw & Co.	Candles for do	4	26
M. Fagnu	Sawing, &c., fuel wood for Post Office Department	19	87
G. Brown	Lantern for Railway Mail Service, P. O. I.'s Office, Quebec.....	1	99
Williams & Page	Lamps, &c., do do Montreal.....	4	37
E. E. Shelton.....	Candles, &c., do do do	18	82
E. Shannon	Fuel-wood, lamps, oil, &c., for P. O., Paris Station.....	73	23
Hamilton Gas Company..	Gas for P. O., Hamilton.....	282	96
E. Brown	Coal and fuel-wood for P. O., Hamilton	130	19
Kingston Gas Company ..	Gas for P. O., Kingston	136	50
do	do do	39	08
do	Coal for do	67	30
D. Eagen	Sawing fuel-wood for P. O., Kingston.....	12	60
J. P. Abbott.....	Fuel-wood, &c., for do	20	50
J. McGarvey	do do	23	10
London Gas Company.....	Gas for P. O., London.....	195	60
S. A. Moule;	Candles, oil, &c., for P. O., London	12	95
F. Stevens	Fuel-wood for do	65	00
D. Quinn	Sawing, &c., fuel-wood for P. O., London.....	16	25
Montreal Gas Company ..	Gas for P. O., Montreal.....	473	70
L. Malard.....	Measuring fuel-wood for P. O., Montreal.....	2	09
R. Tarbutt.....	Sawing, &c., fuel-wood for do	57	34
E. Maitland, Tylee & Co..	Candles for do	8	13
Quebec Gas Company	Gas for P. O., Quebec.....	109	03
do	Gas-fittings for do	4	90
J. Whitehead.....	Candles for do	3	35
Toronto Gas Company.....	Gas for P. O., Toronto.....	833	80
O. Lugs.....	Sawing, &c., fuel-wood for P. O., Toronto	5	00
	Total.....	\$ 2750	87

O. MOWAT,
Postmaster General.

H. A. WICKSTEED,
Accountant.

(G IN REPORT No. 4.)

ACCOUNT of sums paid for Miscellaneous Disbursements on account of the Post Office Department in Canada, for the period from 1st October, 1863, to 30th June, 1864.

Name.	Particulars.	Amount.	
		\$	cts.
John Hiclin	Servants' wages, P. O. Department.....	54	00
John Ashworth.....	Incidental expenses, do	200	81
British American Express Co.....	Express charges, do	397	75
O. Gauvreau.....	Expenses incurred at Mingan, relating to the wreck of the S.S. "North Briton".....	68	00
Grand Trunk R. R. Co.....	Freight charges, P. O. D.....	22	46
Montreal Ocean S.S. Co.....	do	6	36
W. G. Sheppard.....	Incidental expenses, P. O. I.'s office, Quebec.....	7	32
Edwin F. King.....	do Montreal	26	27
M. Sweetnam.....	do Kingston	2	83
John Dewe.....	do Toronto	47	45
Gilbert Griffin.....	do London	25	99
E. Ritchie.....	do Post Office, Hamilton	18	17
R. Deacon.....	do Kingston	22	82
L. Lawless.....	do London	23	82
E. S. Freer.....	do Montreal.....	211	11
John Sewell.....	do Quebec	104	62
Joseph Leslie.....	do Toronto	113	06
Montreal Telegraph Co.....	Messages to and from Post Office Department.....	597	18
do	do P. M. G., Berlin	66	42
do	do P. M. G., Waterloo	17	22
Telegraph Messages	do P. O. I., Quebec	16	57
Montreal Telegraph Co.....	do do Montreal.....	60	74
do	do do Kingston	55	97
do	do do Toronto	102	73
do	do do London	93	72
Guelph, Fergus & Elora Telegraph Line.....	do Post Office, Elora.....	1	41
Montreal Telegraph Co.....	do do Hamilton	51	65
do	do do Montreal	74	23
do	do do Simcoe.....	0	25
do	do do Three Rivers.....	2	91
do	do do Toronto	59	31
W. R. Thomas, Operator, G.T.R.R.....	Furnishing Reports of Trains, P. O., Montreal	90	00
T. V. Law.....	Expenses incurred in tracing a person suspected of obtaining a letter, from the Richmond Hill Post Office, containing a money order and embezzling the contents.....	24	80
M. Toofy	do do	6	00
British America Assurance Co.....	Insurance on P. O., Hamilton, to 25th April, 1865.....	35	00
do	do Montreal, to 11th Feb., 1865.....	31	50
do	do Toronto, to 21st March, 1865.....	50	63
Liverpool and London Insurance Co.....	do do	58	50
do do	Insurance on office furniture, mail-bags, &c., P. O., Montreal, to 7th June, 1865.....	10	00
do do	Insurance on P. O. D. property, Montreal, to 27th July, 1865.....	14	40
Phoenix Insurance Co.....	Insurance on P. O., Hamilton, to 25th April, 1865.....	65	00
do	do Kingston, to 8th Feb., 1865.....	40	00
Royal Insurance Co.....	do do	40	00
do	do Toronto, to 21st March, 1865.....	50	62
S. B. Freeman, Barrister, &c	Professional services in matter of missing mail-bag.....	20	00
J. D. McDonell, J. P.....	Expenses in attending magisterial inquiry in relation to the stolen mail-bag made up at L'Orignal for Alexandria.....	4	00
P. Stuart.....	do do	10	00
B. Trainer.....	Expenses as Constable in proceeding from Goderich to Kinloss, with a warrant for apprehension of F. Hodgins, late P. M., of Kinloss	10	00
W. H. Kerr.....	Bill of costs incurred in appealing decision in case of <i>Hay vs. Robinson</i>	50	00

ACCOUNT of sums paid for Miscellaneous Disbursements on account of the Post Office Department in Canada, for the period from 1st October, 1863, to 30th June, 1864.—*Continued.*

Name.	Particulars.	Amount.	
		\$	cts.
J. O'Leary, Police Detective	Expenses, &c., in enquiries bearing on certain missing-letter cases.....	4	00
Rordans and Finch.....	Engrossing contracts for mail service	6	75
P. Dower.....	Expenses incurred whilst employed in P. O., London	20	00
Total .....	.....	\$3,202	15

O. MOWAT,
Postmaster General.

H. A. WICKSTEED,
Accountant.

REPORT No. 5.

REPORT of all Contracts made for the Transportation of the Mails in the Province of Canada, within the period ended 30th June, 1864—stating, in each case of Contract, its date and intended duration, the name of the Contractor, the Routes embraced in the Contract, with the length of each, the time of Arrival and Departure at the end of each Route, the mode of Transportation contracted for, and the Price stipulated to be paid by the Department.

REPORT

REPORT of all Contracts made for the Transportation of the Mails in the in each case of Contract, its date and intended duration, the name of the time of Arrival and Departure at the end of each Route, the mode of Trans

LONDON

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.		
From	To				Days.	Hours.	
Ailsa Craig	Railway Station	Shackleton Hey	5				
Do	do	do	5	Daily	In connect'n with arrival and departs as required.		
Alberton	Lynden	M. C. Hendershot	7	3	Tues., Thurs., Satur.	11 30 a.m. 9 30 a.m.	
Amulree	Shakspeare	Alexander Dallas	32	2	Tues. Fri.	11 a.m.	
Ancaster	Hamilton	Edward Brand	7	6	Daily	2 p.m.	
Ariadae	Beamsville	Solomon Hill	6	3	Tues., Thurs., Satur.	12 30 p.m. 4 50 p.m. 6 50 p.m.	
Arva	Tolfer	William B. Bernard	8	2	Wednes., Satur.	10 a.m.	
Beamsville	Rosedene	John M. McQueen	10	2	do do	1 p.m. 11 a.m. 7 a.m.	
Berne	Kippen	Gotliab Murner	7 1/2	2	do do	12 noon	
Do	Zurich	Charles Potter	3 1/2	2	do do	3 p.m. 6 40 p.m. 5 30 p.m.	
Black Heath	York	Robert Main	5 1/2	2	do do	12 noon	
Elytheswood	Leamington	James Beacom	5	2	Mon., Fri.	3 30 p.m. 8 a.m.	
Bowood	Fernhill	Eliezer Owen	4 1/2	2	do do	10 a.m.	
Braemar	South Zorra	William Burk	3 1/2	2	Tues., Satur.	10 a.m.	
Brodhagen	Carronbrook	Charles Brodhagen	7	1	Wednes., Satur.	1 p.m.	
Brownsville	Ingersoll	William Hall	18	3	Satur.	2 50 p.m. 9 a.m.	
Carronbrook	Lurner	William Givins	6	1	do	11 30 a.m. 1 20 p.m. 8 20 a.m.	
Carthage	Morningdale Mills	Alexander Glenn	7	1	Satur.	4 30 p.m. 2 30 p.m. 5 a.m.	
Cayuga	Seneca	Matthias R. Steel	11	6	Mon.	11 a.m.	
Chatham	Dawn Mills	Edward Hall	18	3	Daily	8 a.m.	
Chippawa	Clifton	Winsor Chase	6	6	do	2 p.m.	
Clifton	Niagara	do	15	6	do	12 50 p.m. 6 a.m.	
Clifton	London	Arthur T. Moore	53	6	do	6 a.m. 11 30 a.m. 10 a.m.	
Copetown	Railway Station	Thomas Milne	1	1	Daily	6 a.m.	
					In connection with mail trains		

No. 5.

Province of Canada, within the period ended 30th June, 1864—stating Contractor, the Routes embraced in the Contract, with the length of each, the portation contracted for, and the Price stipulated to be paid by the Department.

DIVISION.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
ture of mail trains		By hand	\$ cts. 30 00	1st Oct., 1863	Three months.
do		do	30 00	1st Jan., 1864	One year.
Tues., Thurs., Satur.	11 a.m.	Horse'k or otherwise, at contractor's option	154 00	do do	Two years.
do do do	1 p.m.	do	60 00	do do	One year.
Tues., Fri.	3 p.m.	In a vehicle	240 00	1st May, 1864	Two months.
Daily	2 p.m.	do	240 00	do do	do
do	4 30 p.m.	Horseback or otherwise, as may be required	80 00	1st Oct., 1863	Four years.
Tues., Thurs., Satur.	8 p.m.	do	80 00	1st March, 1864	do
do do	3 p.m.	Waggon or sleigh	80 00	do do	do
do do	12 noon	do	80 00	1st Oct., 1863	do
do do	9 a.m.	Horseback or otherwise, as required	64 00	do do	do
do do	1 p.m.	do	50 00	1st April, 1864	One year.
do do	5 50 p.m.	do	40 00	1st Dec., 1863	P. M. General's pleasure.
do do	2 50 p.m.	do	40 00	do do	One year.
do do	8 30 p.m.	do	40 00	1st Dec., 1863	P. M. General's pleasure.
do do	7 40 p.m.	do	40 00	do do	One year.
do do	5 p.m.	do	40 00	do do	One year.
do do	1 30 p.m.	do	39 00	1st Oct., do	Four years.
Mon., Fri.	11 a.m.	do	50 00	1st April, 1864	One year.
do do	9 a.m.	do	50 00	do do	do
Tues., Satur.	12 15 p.m.	do	50 00	1st April, 1864	One year.
do do	11 a.m.	do	50 00	do do	do
Wednes., Satur.	3 50 p.m.	Horseback	45 00	1st Jan., do	Four years.
do do	2 p.m.	do	50 00	1st Oct., 1863	do
Satur.	1 30 p.m.	do	50 00	1st Oct., 1863	do
do	11 a.m.	do	224 00	1st April, 1864	do
Mon., Wednes., Fri.	12 noon	In a vehicle	224 00	do do	do
do do do	5 p.m.	do	30 00	1st Nov., 1863	do
Satur.	4 p.m.	Horseback or vehicle	30 00	do do	do
do	6 p.m.	do	24 00	1st May, 1864	One month.
Mon.	1 p.m.	do	280 00	1st Oct., 1863	Four years.
do	10 a.m.	do	280 00	do do	do
Daily	4 50 p.m.	In a vehicle	280 00	do do	do
do	10 50 a.m.	do	250 00	do do	do
Tues., Thurs., Satur.	4 p.m.	Horseback or vehicle, as required	250 00	do do	Four years.
do do do	11 30 a.m.	do	296 00	1st Jan., 1864	do
Daily	1 50 p.m.	In a vehicle	296 00	do do	do
do	3 25 p.m.	do	400 00	do do	do
do	2 30 p.m.	do	400 00	do do	do
do	11 30 a.m.	do	1900 00	1st April, do	do
do	9 a.m.	do	1900 00	do do	do
do	3 p.m.	do	1900 00	do do	do
do	7 p.m.	do	1900 00	do do	do
do	7 p.m.	By hand	16c. per d'ble trip	1st Oct., 1863	do

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

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Conroy	Stratford	John Rawlings	6½	2	Tues., Satur	8 a.m.
Cowal	Iona	Niel McBride	5½	1	do do	1 p.m.
Crinan	Wardsville	Duncan McIntyre	1½	1	Satur	9 a.m.
Delaware	Mount Brydges	Geo. W. Rawlings	3	6	do do	10.45 a.m.
Dereham	Paris Station	Henry Ryder	41	6	do do	8 a.m.
Dingle	Grey	Lauchlen McNeil	10	2	do do	10.30 a.m.
Dufferin	Indiana	Hugh Martin	5	2	Daily in connection with	arrival and
Edgecumbe	Poole	David Matthews	6½	3	Daily	1 p.m.
Do	do	Christian Galke, sr.	6½	3	do do	4 a.m.
Fisherville	Selkirk	Peter Last	5	2	Wednes., Satur	9.30 a.m.
Gifford	Rainham	Benj. M. Gifford	3	3	do do	1 p.m.
Goble's Corners	Railway Station	Jaspar G. Goble	½	6	do do do	2 p.m.
Goderich	Kincairdine	Nicholas Doyle	35	6	Daily in connection with	Railway
Do	do	do	35	6	Daily	8 p.m.
Do	do	do	35	6	do	3 p.m.
Harpurhey	Railway Station	Malcolm McDermid	½	12	Daily in connection with	arrival and
Harrisburg	St. George	do	6	6	Daily	10.30 a.m.
Do	Troy	Charles Van Every	11	6	do do	1 p.m.
Do	Rosebank	do	3	3	do do	10.30 a.m.
Harrington	Lakeside	John McLeod	6	3	Tu. urs., Satur	12.10 p.m.
Ingersoll	Port Burwell	Edwin Doty	33	6	do do do	12.10 a.m.
Kirkton	St. Marys	EH Birch	10	3	do do do	10 a.m.
Komeka	Railway Station	O. D. Mabee	1	1	Daily	1 p.m.
Lewiston	Queeuston	Daniel Wadsworth	2	6	Daily	1.30 p.m.
Lucan	Railway Station	William Porte	½	1	Daily	5 a.m.

Division during the period ended 30th June, 1864.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Tues., Satur	3 p.m.		\$ cts.		
do do	10 a.m.	Horseback	75 00	1st Jan., 1864	One year.
Satur	12 noon				
do	10.15 a.m.	Horseback or vehicle	40 00	1st Dec., 1863	do
do	12.30 p.m.				
do	10 a.m.	do	46 00	1st April, 1864	Four years.
departure of mail trains.		do	120 00	do do	do
Daily	11.30 a.m.				
do	9 p.m.	In a vehicle	1319 00	1st Oct., 1863	do
Wednes., Satur	3 p.m.				
do do	11.30 a.m.	Horseback or otherwise, as required	94 00	1st April, 1864	do
do do	6.30 p.m.				
do do	4.30 p.m.	do	60 00	1st Dec., 1863	One year.
Tues., Thurs., Satur	10 a.m.		00 75	do do	One month.
do do do	2 p.m.	do			
do do do		do	75 00	1st Jan., 1864	Four years.
Wednes., Satur	4.50 p.m.				
do do	2.30 p.m.	Horseback or otherwise, at option of contractor	40 00	1st Dec., 1863	One year.
Tues., Thurs., Satur	2.30 p.m.				
do do do	1.30 p.m.	do	25 00	do do	do
Travelling Post Office going East		By hand	Per d'ble trip, 16c.	1st Oct., do	Four years.
Daily	1 a.m.				
do	6 a.m.	In a vehicle		21st Nov., do	31st Dec., 1863.
do		do	4 00	1st Jan., 1864	31st Jan., 1864.
do		do	975 00	1st Feb., do	Four years.
departure of mail trains.		By hand	60 00	1st Oct., 1863	Four years.
Daily	1.45 p.m.				
do	11.10 a.m.				
do	1.45 p.m.	Light cart, buggy or sleigh	185 00	1st Dec., do	do
do	12 noon				
Tues., Thurs., Satur	1.45 p.m.				
do do do	12 noon				
do do do	2.30 p.m.				
do do do	11.30 a.m.	Horseback or vehicle	75 00	1st May, 1864	Two months.
Daily	11 a.m.				
do	7.30 p.m.	Passenger stage, wagon or sleigh	695 00	do do	do
Tues., Thurs., Satur	4 p.m.				
do do do	7 p.m.	Horseback or vehicle, as may be required	147 00	1st April, do	Four years.
do		By hand	Double trip, 14c.	1st Jan., do	do
Daily	9.30 a.m.				
do		By boat or otherwise	74 00	1st April, do	One year.
do		By hand	60 00	1st Oct., 1863	Three months.

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

ROUTE.		Name of Contractor.	Distance.	Times per week	DEPARTURE.	
From	To				Days.	Hours.
Lucan	Railway Station	William Perce	1	Daily as required.	In connection with Mail Trains	8 a.m.
Logierait	Sarnia	David Hossie	5 1/2	1	do	10 a.m.
London	Williams	Henry Mengor	25	3	Tues., Thurs., Satur	7 a.m.
Mandammin	Oban	William Carrick	3	3	do do do	8 50 a.m.
Mitchell	St. Marys (Blanchard)	John W. Carroll	22	3	do do do	2 p.m.
Musselburg	Poole	George Shearer	4	3	Mon., Wednes., Fri	7 a.m.
do	do	David Matthews	1/2	3	do do do	5 30 p.m.
Niagara	Youngstown	Robert Warren	1 1/2	6	Daily	6 p.m.
Nithburg	Wellesley	Robert Brown	5	2	Wednes., Satur	5 p.m.
Ossian	Sarnia	David W. Milliken	23	1	do	3 p.m.
Oxford Centre	Vandecar	Daniel Smith	4	2	Wednes., Satur	4 30 p.m.
Paris	Paris Station	George Stanton	1	12	In connection with Mail Trains	2 30 p.m.
Park Hill	Railway Station	James Plewes	1	16	do do do	do
do	do	John Gibbs	1	16	do do do	do
Port Burwell	Sparta	Reuben Brundage	20	3	Mon., Wednes., Fri	7 a.m.
do	do	do	20	3	do do do	1 p.m.
do	do	do	20	3	do do do	do
do	do	John Eakins	20	3	Tues., Thurs., Satur	2 p.m.
Port Ryerse	Simcoe	John W. McNally	6	6	do do do	7 a.m.
Princeton	Railway Station	Sanford Yale	1/2	Daily as required.	In connection with Mail Trains	10 a.m.
Ratho	do	Joseph Williams	1/2	6	do do do	8 a.m.
St. Thomas	Sparta	Benj. Sanderson	11	6	Daily	4 30 p.m.
Seaforth	Wroxeter	William Armstrong	28	6	Daily in connection with Mail Trns	6 50 a.m.
South Zorra	Woodstock	Gilbert Matheson	6	6	do	2 p.m.
Talbotville Royal	Tempa	Abraham Remy	3	1	Fri	12 noon
Thorndale	Railway Station	Thomas Harrison	1	Daily as required.	In connection with Mail Trains	6 p.m.
do	do	do	1	16	do do do	4 30 p.m.
Watford	do	James Merry	1/2	do	do do do	do

Division, during the period ended 30th June, 1864.—Concluded.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
		By hand	\$ cts. Double trip, 13c.	1st Jan., 1864	Four years.
Satur	11 30 a.m.	On horseb'k or in vehicle	39 00	1st Nov., 1863	Three months.
do	9 30 a.m.	In a vehicle	312 00	1st April, 1864	Four years.
Tues., Thurs., Satur	7 p.m.	Horseback or otherwise, as may be required	60 00	1st Jan., do	do
do	12 noon	do	350 00	1st Oct., 1863	do
do	8 45 a.m.	do	52 00	1st Dec., do	One month.
do	9 25 a.m.	do	34 00	1st Jan., 1864	Four years.
do	11 a.m.	do	80 00	1st June, do	do
do	6 p.m.	do	64 00	1st Oct., 1863	do
Mon., Wednes., Fri	6 15 p.m.	do	75 00	1st Jan., 1864	do
do	5 45 p.m.	do	35 00	1st June, do	One month.
do	do	do	00 75	28th Mar., do	[pleasure. P. M. General's]
do	do	do	52 00	1st Oct., 1863	31st Dec., 1863.
do	do	do	Per d'ble trip, 05	1st Jan., 1864	Four years.
Mon., Wednes., Fri	6 p.m.	In a vehicle	354 90	do do	One month.
do	12 noon	do	354 90	1st Feb., do	do
do	do	do	Per m'th	1st March, do	do
Tues., Thurs., Satur	11 50 a.m.	do	287 00	1st April, do	Four years.
do	6 50 p.m.	do	230 00	1st Oct., 1863	do
do	9 30 a.m.	do	Per d'ble trip, 08	1st Jan., 1864	do
do	11 30 a.m.	do	30 00	1st Ma., do	One year.
do	do	do	275 00	1st Jan., do	Four years.
do	8 45 a.m.	do	200 00	1st Oct., 1863	do
do	6 45 p.m.	do	108 00	1st April, 1864	do
on Buffalo & Lake Huron	Railway	do do do	26 00	1st May, do	One year.
Daily	1 25 p.m.	do do do	30 00	1st Oct., 1863	Three months.
do	3 25 p.m.	do do do	40 00	1st Jan., 1864	Four years.
Fri	5 15 p.m.	do do do	52 00	do do	do
do	6 45 p.m.	do do do	do	do do	do

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

TORONTO

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Allea	Edmonton	William Moody	2½	3	Mon., Wednes, Fri	5 p.m. ... do do do ... 6 30 p.m.
Alport	Muskoka Falls	William Hannah	8	1	Fri	10 30 a.m.
do	do	Robert Nichols	8	1	Mon	8 a.m.
Alvanley	Owen Sound	John P. Coulson	7½	1	Satur	11 a.m.
do	do	do	7½	1	do	11 a.m.
Apto	Barrie	John Gallagher	11	2	Tues, Fri	8 a.m.
Artemesia	Chatsworth	Patrick Lowe	22	1	Satur	12 noon
do	Orangeville	Robert Trimble	37	1	do	7 a.m.
Arthur	Monck	George Brain	9	1	do	2 p.m.
Ayr	Roseville	Phineas Cornell	5	3	Fri	8 a.m.
Baden	Wellesley	Louis Liesemer	8½	6	do	8 a.m.
Banda	Creemore Mills	John Clemenger	4	2	do	11 a.m.
do	Stayner	Walter Campbell	13	3	Tues, Thurs, Satur	7 a.m.
Barrie	Orillia (winter only)	John Harvie	23	6	do	1 30 p.m.
do	Railway Station	Daniel Faragher	1½	when required, in connect'n	Daily	12 noon
Bentinck	Pomona	James Wall, jun	13	1	Satur	7 a.m.
Bond Head	Koenansville	Samuel H. Prest	40	3	do	8 a.m.
Bowmanville	Tyrone	John Maynard	7	6	Mon., Wednes, Fri	3 p.m.
Bradford	Deerhurst	James Tindal	5	3	do	1 1/2 hour after arrival.
Britannia	Cooksville	John Schillar	5	6	Mon., Wednes, Fri	1 1/2 hour after arrival.
Cape Rich	Wharf (sum'er only)	Donald McLaren	24	when required, in connection with Owen Sound	Daily	9 45 a.m.
Carlisle	Mountsberg	John C. Crooker	4	2	Mon., Wednes, Fri	3 p.m.
Carlsruhe	Hanover	Peter Pricster	4	1	do	5 p.m.
Carnegie	Paisley	John E. Trout	8	1	Tues	9 a.m.
Chatsworth	Massie	Alex. Massie	6	1	do	1 30 p.m.
do	Orangeville	Edward Harrison	59	2	Satur	3 30 p.m.
					do	1 p.m.
					Wednes, Satur	2 p.m.
					Tues, Fri	8 a.m.

Division during the period ended 30th June, 1864.

DIVISION.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Mon., Wednes, Fri	7 30 p.m.	Foot, horseback or in a vehicle	\$ 39 50	1st April, 1864	Four years.
do do do	6 p.m.				
Fri	10 a.m.	do	Per trip, 1 00	1st Dec., 1863	Five months.
do	12 30 p.m.				
Mon	11 a.m.	do	48 00	1st May, 1864	Four years.
Satur	10 a.m.				
do	1 p.m.	do	52 00	1st March, do	Three months.
do	10 a.m.				
do	1 p.m.	do	51 00	1st June, do	Four years.
Tues, Fri	3 p.m.				
do do	11 a.m.	Horseback or in a vehicle	110 00	1st April, do	do do
Satur	7 p.m.				
do	12 noon	do	65 00	1st Oct., 1863	do do
Fri	5 p.m.				
do	5 p.m.	do	190 00	do do	do do
do	10 a.m.				
do	2 p.m.	Foot or vehicle	50 00	1st April, 1864	do do
Tues, Thurs, Satur	1 p.m.				
do do do	2 30 p.m.	Horseback or in a vehicle	78 00	1st Jan., do	do do
Daily					
Tues, Satur	4 p.m.	In a vehicle	247 00	do do	do do
do do	9 a.m.				
Tues, Thurs, Satur		Horseback or in a vehicle	80 00	1st Oct., 1863	Four months.
Daily	1 p.m.				
do	Six hours afterwards.	In a vehicle	Per trip, 2 75	Close of navigation, 1863	do do
do					
Satur	12 noon	do	0 13	1st Oct., 1863	do do
do	5 p.m.				
Mon., Wed., Fri	4 hrs. afterwards.	Horseback or in a vehicle	60 00	1st May, 1864	do do
do do do	do do				
do do do	do do	do	265 00	do do	do do
Daily	10 30 a.m.				
do	1½ hour afterwards.	do	100 00	1st Oct., 1863	do do
Mon., Wed, Fri	11 a.m.				
do do do	1½ hr. afterwards.	Foot, horseb'k or vehicle	60 00	1st April, 1864	do do
Daily	6 p.m.				
do	4 p.m.	Horseback or in a vehicle	95 00	1st May, do	do do
steamer between Collingwood and					
do		Foot, horseb'k or vehicle	22 00	Opening of navigation, 1864	P. M. General's pleasure
Wednes, Satur	11 30 a.m.				
do do	10 a.m.	do	60 00	1st Jan., 1864	Four years.
Satur	8 a.m.				
do	8 a.m.	do	22 00	1st May, do	Three months.
Tues	4 p.m.				
do	11 30 a.m.	do	45 00	1st Jan., do	Four years.
Satur	2 30 p.m.				
do	5 p.m.	do	60 00	1st April, do	Three months.
Wednes, Satur	12 noon				
Mon, Thurs	8 p.m.	In a vehicle	40 00	do do	Four years.
do					

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

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Cheltenham	Rockside	Edward Bonesteel	4	2	Mon., Thurs	8 15 p.m.
Clarksburg	Collingwood (summer only)	David Miller	15	6	do do	7 15 p.m.
do	Ravenna	William Reid	7	1	Daily	8 a.m.
do	Thornbury (winter only)	Thomas Nixon	14	6	do	1 p.m.
Collingwood Road	Craigleith	Alex. Fleming	4	6	Satur	12 noon
Collingwood	Sault Ste. Marie and Fort William	Perry & Carruthers	320	1	Daily, in connection with and Collingwood	Clarksburg and Owen
do			600	semi m'ly	Thurs	2 p.m.
Creemore	Lavender	Israel B. Mastin	6 1/2	1	Mon	12 noon
Credit	Sheridan	Hiram Tectter	4	6	Thurs	2 p.m.
Dalston	Drury	Richard Drury	4 1/2	2	Mon	5 a.m.
Drayton	Elora	John Clarke	15	6	Satur, } In connection with Buda and Stayner mail	Satur, } Daily
Dromore	Orchard	Alexander Taylor	8 1/2	1	Daily	In connection with Port Credit
Elder	Rosemont	Courtney Conn	6	1	Tues., Satur	2 30 p.m.
Ellengowan	Vesta	Thomas Fortune	4	1	do do	12 noon
Elsiuore	Saugeen	Angus McLeod	8	1	Daily	In connection with Guelph
Falkeburg	Muskoka Falls	Robert Nichols	8	1	Satur	9 a.m.
do	Utterson	James F. Hanes	7	1	do	1 p.m.
Flora	West Woolwich	Isaac Devitt	4	1	do	10 a.m.
Foley	Oshawa	William H. Thomas	3 1/2	2	do	11 30 a.m.
Goodwood	Stouffville	John Brownlee	8 1/2	2	do	10 a.m.
Gravelled Road	McIntyre	Alex. McIntyre	1 1/2	2	do	1 p.m.
Guelph	Ospringe	David Gargill	13	3	do	11 30 a.m.
Hartman	Pine Orchard	David Terry	6 1/2	2	do	10 a.m.
Hawksville	Macton	John McCormick	6	2	do	11 30 a.m.
Hillsburg	Mimosa	Edward Mooney	7	1	do	12 noon
Holstein	Mount Forest	Smith Seaman	6	1	do	10 a.m.
Hunsdon (via Tuam)	Tottenham	Francis Prest	5	3	do	11 30 a.m.
Keenansville	Mono Mills	William Armstrong	15	3	do	3 p.m.
Killarney	Manitowaning	C. DeLamorandiere	25	fort n'tly	do	11 a.m.

Division during the period ended 30th June, 1864.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Mon., Thurs	8 p.m.		\$ cts.		
do do	9 p.m.	Foot, horse'b'k or vehicle	60 00	1st Nov., 1863	One year.
Daily	4 p.m.				
do	11 a.m.	In a vehicle	120 00	Opening of navigation, 1864	Four years.
Satur	11 30 a.m.				
do	2 30 p.m.	Foot, horse'b'k or vehicle	50 00	1st June, do	One year.
Daily	1/2 an hour afterwards.				
do	5 30 p.m.	do	25 00	Close of navigation, 1864	Four years.
and Collingwood service	in summer,				
Sound service in winter		do	20 00	Opening of navigation, 1864	do do
Wednes	2 a.m.				
Satur	12 noon	Steamboat	85 00	Opening of navigation, '64.	do do
Thurs	2 a.m.				
Sun	6 p.m.		400 00		
Satur, } In connection with Buda and Stayner mail					
Daily		Foot, horse'b'k or vehicle	52 00	1st June, 1864	do do
and Streetsville mail					
Tues., Satur	1 30 p.m.	Horseback or in a vehicle	100 00	1st May, do	do do
do do	4 p.m.				
Daily		Foot, horse'b'k or vehicle	50 00	do do	Three months.
and Elora mail					
Satur	3 p.m.	In a vehicle	448 00	1st Oct., 1863	Four years.
do	11 a.m.				
Fri	3 p.m.	Foot, horse'b'k or vehicle	50 00	1st Jan., 1864	do do
do	12 noon				
Satur	11 a.m.	do	50 00	1st June, do	Six months.
do	12 30 p.m.	Horseback or in a vehicle	29 50	1st May, do	Four years
Thurs	11 a.m.				
do	4 p.m.	Foot, horse'b'k or vehicle	40 00	do do	do do
Fri	4 p.m.				
do	12 noon	do	36 00	1st Jan., do	do do
do	7 a.m.				
do	6 p.m.	do	39 00	1st June, do	Six months.
do	6 15 p.m.				
do	5 p.m.	do	34 00	1st April, do	Four years.
Wednes., Satur					
		Horseback or in a vehicle	49 00	1st Dec., 1863	do do
Tues., Satur	9 30 a.m.				
do do	11 30 a.m.	Horseback or in a vehicle	39 00	do 1864	Four years.
do do					
Collingwood mail		Foot, horse'b'k or vehicle	19 00	1st Nov., 1863	One year.
Mon., Wednes., Fri	12 noon				
do do do	5 p.m.	Horseback or in a vehicle	140 00	1st March, 1864	Four years
Mon., Fri					
Stouffville mail		Foot, horse'b'k or vehicle	25 00	1st Nov., 1863	One year.
Wednes., Satur	5 p.m.				
do do	7 p.m.	Horseback or in a vehicle	48 00	1st Jan., 1864	Four years.
Satur	9 30 a.m.				
do	11 15 a.m.	do	25 00	1st May, do	do do
Fri	4 30 p.m.				
do	1 30 p.m.	do	25 00	do do	do do
Mon., Wednes., Fri					
Keenansville mail		do	58 00	1st April, do	Three months
Mon., Wednes., Fri	2 p.m.				
do do do	6 p.m.	do	197 00	1st May, do	Four years.
and Sault Ste. Marie	steamboat	Boat or canoe	4 50	1st June, do	do do

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

ROUTES.		Name of Contractor.	Distance.	Times per week	DEPARTURE.	
From	To				Days.	Hours.
Kingston Road.....	Strangford.....	Isaac Blain	3	2	Tues., Fri	
Kirkfield	Woodville	Alex. S. Campbell.....	16	3	In connection with To Tues., Thurs., Satur... 2 p.m.....	ronto and
Kirkwall.....	Rockton	Edwin Moore.....	15	3	do do do	8 a.m.....
Linwood.....	St. Jacobs	David Petch	12	6	do do do	2 05 p.m.....
Lucknow	Verdun	Joseph Colling.....	8½	1	Daily	1 p.m.....
Milliken	Unionville	William Gorvett.....	3	2	Sat., after arr. of Gode rich 'mail. Satur	3 p.m.....
Myrtle.....	Stouffville.....	John McGill	18	6	Tues., Satur.....	8 a.m.....
Newmarket	Railway Station.....	Patrick Blight.....	½	when required, in connection with trains	Tues., Satur.....	11 a.m.....
Port Credit.....	Streetsville (2nd mail)	John Trimble.....	10	6	do do	1 p.m.....
Queensville	Ravenshoe.....	John W. Gordanier.....	6	2	Daily, after arr. of mail Daily	7 a.m.....
Scarboro' Road.....	Stouffville.....	John Raymer.....	18	6	In connection with trains	
Stouffville	Toronto.....	John Raymer	28	6	Tues., Fri	12 noon.....
Toronto	Yorkville	James Peacock.....	1½	12	do do	10 a.m.....
Wellington Square.....	Zimmerman	John Scott	8	6	Daily	5 p.m.....
West Flamboro'.....	Railway Station.....	Thomas Martin.....	1½	when required, in connection with trains	do do	6 a.m.....

KINGSTON

Addison	Bellamy's Station.....	Richard Arnold.....	7	6	Daily, as may be required to	
Albany	Rednersville	Thomas Dempsey.....	4	3	Tues., Thurs., Satur... 9 a.m.....	
Alexandria	Loch Garry	James Fraser.....	8	2	do do do	10 10 a.m.....
Almesto	Brockville and Ottawa Railway.....	William C. Lewis.....	½	6	Wednes., Satur..... 3 p.m.....	
Appleton	do	William Young.....	3½	6	do do	11 45 a.m.....
Arnprior	Castleford.....	James Havay.....	15	6	Daily, as may be required to	
Ashburnham	Peterboro'	R. D. Rogers.....	½	12	do do do	5 a.m.....
Ashton	Prospect.....	Hiram Sykes.....	6	6	do do do	7 30 p.m.....
Athol.....	Martintown.....	John Fisher	19	2	Daily, as may be appointed....	
Aultsville.....	East Williamsburg.....	Lindsay Pillar	2½	6	Daily, to connect with courier	
Bagot	Calabogie	Dennis Dillon.....	6	1	Mon., Fri	4 a.m.....
					do do	11 a.m.....
					Daily, as may be required to	
					Wednes..... 3 p.m.....	
					do	1 p.m.....

Division, during the period ended 30th June, 1864.—Concluded..

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Tues., Fri			\$ ota.		
Rouge Hill mail					
Tues., Thurs., Satur ..	12 noon.....	Horseback or in a vehicle	50 00	1st May, 1864 ..	Four years.
do do do	6 p.m.....	do	176 00	1st Feb., do	do do
do do do	2 p.m.....	do	90 00	1st April, do	do do
Daily	4 p.m.....	do			
do	6 p.m.....	In a vehicle.....	350 00	1st March, do	30th June, 1867.
Satur	10 a.m.....				
do	11 a.m.....				
Tues., Satur	about 4 p.m	Foot, horseb'k or vehicle	26 00	1st May, do	Four months.
do do	2 p.m.....	do	40 00	1st April, do	Four years.
Daily	12 noon.....				
do	11 a.m.....	4½ hours afterwards. Horseback or in a vehicle	345 00	do do	do do
Daily		Foot or vehicle.....	54 00	do do	do do
Daily		Passenger stage	120 00	do do	Five months.
Tues., Fri	11 30 a.m.....				
do do	1 30 p.m.....	Foot, horseb'k or vehicle	50 00	1st March, do	Four years.
Daily	9 a.m.....				
do	8 p.m.....	In a vehicle.....	500 00	1st Nov., 1863..	Five months.
do	8 30 p.m.....				
do	10 a.m.....	do	550 00	1st April, 1864..	Four years.
Twice daily	8 50 a.m.....				
do	6 50 p.m.....	do	95 00	do do	do do
do	8 20 a.m.....				
Daily	6 20 p.m.....				
Daily		Horseback or in a vehicle	200 00	1st Oct., 1863..	do do
Daily		Foot, horseback or in a vehicle.....	Per trip, 17 cts.	do do	do do

DIVISION.

connect with train.....		Horseback or vehicle.....	139 00	1st Oct., 1863..	Four years.
Tues., Thurs., Satur ..	11 a.m.....				
do do do	10 a.m.....	Horseback or otherwise..	45 00	do do	do do
Wednes., Satur.....	1 30 p.m.....				
do do	4 45 p.m.....	Horseback or vehicle.....	62 00	1st May, 1864..	31st July, 1864
connect with trains.....		Public vehicle or other-wise.....	40 00	7th March, do	23rd May, 1864.
do do					
Daily	10 30 p.m.....	Horseback or vehicle..	87 50	1st Feb., do	30th Sept., 1865.
do	8 a.m.....	do	360 00	1st Jan., do	Four years.
do		On foot.....	40 00	1st April, do	do do
passing from Ottawa to Perth.....					
Mon., Fri	3 p.m.....	Horseback or vehicle.....	140 00	1st Jan., do	do do
do do	8 a.m.....	do	103 00	1st April, do	Temporary
connect with trains.....					
Wednes	2 30 p.m.....	Horseback or otherwise..	60 00	1st Jan., do	Four years.
do	4 30 p.m.....	do	40 00	do do	do do

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

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Bath	Stella	Daniel Wemp	7	2	Wednes., Satur.	11 a.m.
					do do	8 a.m.
Beachburg	Castleford	John Warnock	22	6	Daily	1 p.m.
					do	8 a.m.
Belleville	Hillier	Thomas Cannif	23	3	Tues., Thurs., Satur.	7 a.m.
Do	Pictou	Josiah Blanchard	27	6	do	12 noon
Do	do	Chas. F. Gildersleeve	36	6	do	2 p.m.
Do	do	do			do	7 a.m.
Do	do	do			do	6 30 a.m.
Do	do	do			do	8 p.m.
Do	North Port	do	12	6	Daily, in passing from	Belleville
Do	Belleville Wharf	John Weese	1	12	Daily, as may be re	quired to
Bellrock	Colebrook	G. M. Walroth	10	2	Tues., Satur	10 30 a.m.
Breadalbane	Vankleek Hill	Peter M. Stewart	5½	2	do do	8 a.m.
Brighton	Railway Station	Matthew J. Mills	1	24	do do	3 p.m.
Do	Campbellford	Thomas Hewitt	20	3	do do	4 30 p.m.
Brockville	Morristown	W. H. Willson	2	6	Daily, as may be re	quired to
					Tues., Thurs., Satur.	1 30 p.m.
					do do do	7 a.m.
					Daily	2 p.m.
					do	9 a.m.
Brown's Wharf	Pendleton	J. M. C. Deles-	15	6	do	
Pendleton	Plantagenet	deniers	10	3	Tues., Thurs., Satur.	
Brundenell	Rockingham	J. S. J. Watson	7½	1	Tues.	3 15 p.m.
Buckingham Wharf	Cumberland	Francis Toutloff, jun	1	12	do	1 p.m.
Campbellford	Stirling	P. J. Weaver	17	3	Twice daily, to connect	with Ott'wa
Cannifton	Wallbridge	John Frederick	6	3	Mon., Wednes., Fri	7 a.m.
Cape Vincent	Kingston	George Dawson	11	6	do do do	1 30 p.m.
					do do do	7 a.m.
					Tues., Thurs., Satur.	8 30 a.m.
Clarence	McCaul's Wharf	James Surtees	4	6	Daily, as may be re	quired
Cobourg	Roseneath	William Brown, jun.	20	3	do do do	
Do	Rochester	G. S. Daintry	60	3	do do do	
Colborne	Railway Station	J. L. Yeoman	1	24	Mon., Wednes., Fri	10 a.m.
Do	Norwood	John V. Griffis	31	6	Tues., Thurs., Satur.	8 30 a.m.
Dickinson's Landing	Farran's Point	W. L. Stoneburner	5	6	Daily, as may be re	quired to
Woodlands	Oznabruok Centre	do	4	3	do	12 noon
Dickinson's Landing	Woodlands	William Hoople	3	6	do	9 a.m.
Woodlands	Oznabruok Centre	do	4	3	do	
Edwardsburg	Railway Station	William S. Akin	14	12	Daily, as may be re	quired to

Division, during the period ended 30th June, 1864.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Wednes., Satur.	9 45 a.m.	Boat or otherwise, according to season	\$ cts.	1st Jan., 1864	Four years.
do do	12 45 p.m.				
Daily	12 noon	Horseback or vehicle	35 00	1st Oct., 1863	Three years.
do	5 p.m.				
Tues., Thurs., Satur.	6 p.m.	do	286 00	do do	Four years.
do do do	11 a.m.				
Daily	11 30 a.m.	Public or other vehicle.	80 00	1st Dec., do	Wint. sea, '63-'64.
do	6 30 p.m.				
do	11 p.m.	By steamboat	2 00	21st April, 1864	Summer sea, '64.
do	9 a.m.				
to Pictou		do	Per trip, 1 00	do do	do do
connect with steamer		Public vehicle or otherwise	Per m'th, 4 50	do do	do do
Tues., Satur	10 a.m.	Horseback or vehicle	52 00	1st Jan., do	Four years.
do do	12 30 p.m.				
do do	5 45 p.m.	do	50 00	do do	do do
do do	4 15 p.m.				
connect with train		Public or other vehicle	Per trip, 7 cts.	do do	do do
Tues., Thurs., Satur.	11 a.m.				
do do do	5 30 p.m.	do	156 00	1st March, do	do do
Daily	10 a.m.				
do	3 p.m.	Boat or sleigh, according to season	100 00	1st Oct., 1863	P. M. General's pleasure.
do					
do		Horseback or vehicle	210 00	1st May, 1864	Four years.
Tues., Thurs., Satur.					
Tues.	2 45 p.m.	do	30 00	do do	Two years.
do	5 p.m.				
steamer		In a boat or canoe	Sum. sea, 70 00	1st April, do	Four years.
Mon., Wednes., Fri	5 30 p.m.	Horseback or vehicle	198 00	1st March, do	do do
do do do	11 a.m.				
Tues., Thurs., Satur.	10 a.m.	Horseback or otherwise	50 00	1st Oct., 1863	do do
do do do	11 45 a.m.				
		By boat or otherwise, according to season	439 00	1st April, 1864	do do
connect with Ottawa steamer					
Tues., Thurs., Satur.	11 a.m.	Horseback or otherwise	80 00	22nd June, do	Temporary.
do do do	5 30 p.m.				
do do do	4 30 p.m.	Public or other vehicle	199 00	1st March, do	Four years.
do do do	8 30 a.m.				
Mon., Wednes., Fri	6 p.m.	By steamboat	Per w'k, 10 00	11th May, do	Summer sea, '64.
connect with train					
Daily	3 30 p.m.	Public or other vehicle	Per trip, 13 cts.	1st Jan., do	Four years.
do	6 30 p.m.				
do		do	950 00	1st March, do	do do
do					
Tues., Thurs., Satur.		Horseback or vehicle	144 00	1st April, do	do do
do do do					
Daily		do	120 00	1st Feb., do	31st March, 1864
do					
Tues., Thurs., Satur.		do	Per trip, 25 cts.	1st Jan., do	Four years.
do do do					
connect with train		On foot or otherwise			

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

ROUTE.		Name of Contractor.	Distance.	Times per week	DEPARTURE.	
From	To				Days.	Hours.
Elphin	Lanark	John Henderson, jun.	20	2	Tues., Satur	
Lanark	McDonald's Corners		14	1	Thurs	
Fitzroy Harbor	Kimbura	James Farrell	10	6	Daily	12 noon
Forester's Falls	Osecola	John Ross, jun.	12	3	Mon., Wednes, Fri	2 p.m.
Franktown	Brockville and Ottawa Railway	James Burrows	14	12	Daily	as may be required to
Do	do	Elizabeth Burrows	14	12	do do do	do
Grafton	Railway Station	Jeremiah McBrion	1	12	do do do	do
Do	Wicklow	Charles E. Ewing	24	3	Tues., Thurs, Satur	2 p.m.
Howe Island	Pittserry	Robert Urquhart	3	1	do do do	1 p.m.
Iroquois	Railway Station	Robert Lowery	4	24	Mon	8 a.m.
Kemptville	O. and P. Railway Station	Robert Lesslie	1	12	do	9 15 a.m.
Kingston	Loughboro'	George Mink	17	6	Daily	as may be required to
Lanark	Playfair	Joseph Avery	5	2	do do do	do
Lancaster	Martintown	John McCallum	13	6	Daily	4 p.m.
Do	Summerstown	Donald Ross	6	3	do	7 30 a.m.
Malone	Marmora	George Richardson	8	1	Tues., Fri	9 30 a.m.
March	South March	George W. Monk	11	3	do do	8 a.m.
Maynoeth	Purdy	William Lake	16	1	Daily	12 noon
Do	York River	Patrick Moran	20	semi	do	6 30 a.m.
Marysville	Railway Station	John Kemp	20	12	Tues., Thurs, Satur	2 p.m.
McDonald's Corners	North Lancaster	J. C. Masson	3	6	do do do	3 45 p.m.
do	St. Raphael	J. C. Masson	2	6	Satur	3 p.m.
Moira	Plainfield	Benjamin Henry	8	3	do	6 p.m.
Newington	Strathglass	Duncan McRae	9	1	Tues., Thurs, Satur	1 30 p.m.
Osecola	Stafford	Robert Childerhose	9	2	do do do	11 a.m.
Petawawa	Pembroke	Charles Young	10	1	do	8 30 a.m.
Picton	Picton Wharf	Josiah Blanchard	1	12	Tues., Satur	10 30 a.m.
Shannonville	Railway Station	Hiram Vancott	4	12	do do do	8 a.m.

Division, during the period ended 30th June, 1864.—Continued.

ARRIVAL.		Mode of Convoynce.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours				
Tues., Satur		Horseback or vehicle.	200 00	1st April, 1864	Four years.
Thurs					
Daily	5 p.m.	Horseback or vehicle.	178 00	do do	do do
do	2 p.m.				
Mon., Wednes, Fri	10 30 a.m.	do	178 00	1st Jan.,	do do
do do do	4 30 p.m.				
connect with train		do	78 00	1st Dec., 1863	31st Dec., 1863.
do do		do	78 00	1st Jan., 1864	30th Nov., 1867.
do do		Public vehicle or otherwise.	34 cts.	do do	Four years.
Tues., Thurs, Satur	1 45 p.m.				
do do do	2 45 p.m.	Horseback or otherwise.	54 00	1st April,	do
do	10 15 a.m.				
do	9 a.m.	On foot or otherwise.	30 00	1st Oct., 1863	30th Sept., 1864.
connect with train					
do do		Horseb'k or otherwise.	74 cts.	1st April, 1864	Four years.
do do					
Daily	11 a.m.	do	9 cts.	1st Jan.	do do
do	7 30 p.m.				
Tues., Fri	9 a.m.	Public or other vehicle.	135 00	1st June,	do do
do do	10 30 a.m.				
Daily	9 a.m.	Horseback or vehicle.	55 00	1st Dec., 1863	30th June, 1866.
do	2 30 a.m.				
Tues., Thurs, Satur	5 p.m.	do	230 00	1st April, 1864	Four years.
do do do	3 15 p.m.				
Satur	8 p.m.	do	78 00	do do	do do
do	5 p.m.				
Tues., Thurs, Satur	1 p.m.	Horseback or otherwise.	33 00	1st Oct., 1863	do do
do do do	4 p.m.				
Thurs	11 30 a.m.	Horseback or vehicle.	100 00	1st Jan., 1864	do do
do	5 p.m.				
Wednes	6 p.m.	do	80 00	1st June,	Temporary.
do	11 a.m.				
connect with train		On foot	36 00	1st April, 1864	P. M. General's pleasure.
from Lancaster		Horseback or otherwise.	90 00	do do	Four years.
do do		On foot or otherwise.	50 00	do do	do do
Mon., Wednes, Fri	12 45 p.m.	Horseback or vehicle.	78 00	1st Jan.,	do
do do do	10 a.m.				
Mon	10 30 a.m.	Horseback or otherwise.	46 00	1st April,	do
do	1 30 p.m.				
Tues., Satur	10 a.m.	Horseback or vehicle.	72 00	1st Jan.,	do
do do	12 30 p.m.				
Mon	7 p.m.	do	45 00	1st April,	do do
do	4 p.m.				
connect with steamer		Public vehicle or otherwise.	Per m'th 3 00	21st April,	do
do do train					
		On foot or otherwise.	10 cts.	1st Jan.,	do

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

ROUTE.		Name of Contractor.	Distance.	Times per week	DEPARTURE.		
From	To				Days.	Hours.	
Smith's Falls.....	B. and O. R. R. Station.....	Levi S. Willson.....	2	12	Daily, as may be required to		
Spencerville.....	O. and P. R. R. Station.....	William B. Imrie.....	1 1/2	6	do	do	do
Whitehurst.....	B. and O. R. R. Station.....	John Bell.....	1 1/10	3	do	do	do

MONTREAL

Aylmer.....	Portage du Fort and Pembroke..... (Service extends to Pemb. in wint' only)	Joseph Wyman.....	53	3	Mon., Tues.,	Wednes., Thurs.,	Fri., Satur.,	5 a.m..... 2 a.m.....
Beebe Plain.....	Stanstead.....	J. L. House.....	3	3	do	do	do	do
Berthier.....	Isle du Pads.....	J. B. Moreau.....	2	3	do	do	do	8 a.m..... 9 a.m.....
Boscobel.....	Roxton Falls.....	William Mackwell.....	8	1	Satur			7 a.m..... 3 30 p.m.
Brigham.....	Dunham.....	Thomas Hill, sen.....	8	6	Daily, in connection with			stage for
Calumet Island.....	Portage du Fort.....	John Scott.....	12	3	Mon., Tues.,	Wednes., Thurs.,	Fri., Satur.,	9 a.m..... 4 p.m., or on arrival
Do.....	Fort Coulonge.....	John Scott.....	14	2	Tues.,	Satur.	{ Summer. 6 a.m..... Winter. 7 a.m..... Summer. 11 a.m..... Winter. 12 noon.....	
Carillon.....	Grenville.....	James Burns.....	12	6	Daily, in connection with			couriers
Do.....	Ottawa City.....	James Murray, jun.....	79	6	Daily			from Vaudreuil..... 8 p.m.
Do.....	Vaudreuil.....	Charles Preulx.....	24	6	Daily, in connection with			Grenville ml mail trains
Cedars.....	Coteau Landing.....	B. Urteau.....	10	6	do	do	do	do
Chambly Basin.....	St. Césaire.....	L. St. Germain.....	15	6	Daily, to connect with			Montreal mail from
Do.....	St. Hilaire.....	Louis Dignarda dit St. Germain.....	13	6	Daily, in connection with			Montreal courier for
Chambly Canton.....	Mont. cal.....	L. Robert.....	16	6	Daily			mail trains 7 a.m..... 3 30 p.m.
Clarence.....	Grenville.....	Charles Majore.....	38	6	Daily, in connection with			Ottawa and
Coticook.....	Drew's Mills.....	A. K. Fox.....	5	1	Satur			9 a.m..... 10 a.m.
do.....	Stanstead.....	Warren Paige.....	19	6	Daily, in connection with			mail trains
Compton.....	Stanstead.....	Colostin Thomas.....	22	6	do	do	do	do
Cornwall.....	St. Régis.....	M. Dixon.....	6	2	Wednes.,	Satur		2 p.m..... 10 a.m.

Division, during the period ended 30th June, 1864.—Concluded.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
connect with train.....		Public vehicle or otherwise.....	\$ cts. 60 00	1st May, 1864...	30th June, 1864.
do do.....		Horseback or otherwise..	60 00	1st Jan., do ...	Four years.
do do.....		On foot.....	30 00	1st April, do ...	One year.
DIVISION.					
Tues., Thurs., Satur...	6 p.m.....				
Mon., Wednes., Fri ...	9 p.m.....	Stage.....	640 00	1st Nov., 1863...	Four years.
Tues., Thurs., Satur...		Vehicle.....	40 00	1st April, 1864...	30th April, 1864.
do do do.....	9 30 a.m.	On foot or in canoe.....	32 00	do do ...	P. M. General's pleasure.
do do do.....	8 30 a.m.				
Satur.....	6 p.m.....				
do.....	8 30 a.m.	Horseback or vehicle.....	30 00	do do ...	do
West Farnham.....		Vehicle.....	240 00	1st Oct., 1863...	Four years.
Mon., Wednes., Fri ...	7 p.m.....				
do do do.....	12 noon.....				
of steamer from Aylmer.					
Tues., Satur. { Summer. 2 p.m..... Winter. 3 p.m..... Summer. 9 a.m..... Winter. 10 a.m.....		Horseback or vehicle..	232 00	do do ...	do do
do do { Summer. 2 p.m..... Winter. 3 p.m..... Summer. 9 a.m..... Winter. 10 a.m.....					
from Clarence and Vaudreuil.		Vehicle.....	104 00	1st Dec., do ...	do do
Within 17 hours.....					
do do.....					
Within 4 1/2 hours.....			964 00	do do ...	do do
do do.....			324 00	do do ...	do do
do do.....			171 60	1st Jan., 1864..	do do
Within 3 hours.....					
do do.....			239 00	1st April, do ...	do do
do do.....					
do do.....			238 00	1st Oct., 1863...	do do
Daily.....	7 30 p.m.				
do.....	11 a.m.		139 00	1st April, 1864...	do do
Carillon cour, arr. with	in 7 hours..				
Satur.....	11 a.m.		490 00	1st Dec., 1863...	do do
do.....	10 a.m.		37 50	1st Nov., do ...	do do
do.....			195 00	1st Oct., do ...	do do
do.....			390 00	1st Jan., 1864...	do do
Wednes., Satur.....	12 noon.....				
do do.....	4 p.m.	Canoe or scow in summer, vehicle in winter.....	40 00	1st April, do ...	P. M. General's pleasure.

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

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Daillebout	Stc. Beatrix.....	Henri Fortin.....	9	1	Satur.....	11 a.m.....
					do.....	8 a.m.....
Fulford.....	Waterloo.....	John Lang.....	4	2	Wednes., Satur.....	8 a.m.....
Georgeville.....	Knowlton Landing.....	G. W. Fogg.....	2	3	do do.....	9 15 a.m.....
Do.....	Magoon's Point.....	J. G. Christie.....	5½	2	In connection with Stanstead and	
Do.....	Magog.....	Alexander Finch.....	10	6	Wednes., Satur., in connection with	10 30 a.m.....
Granby.....	Roxton Falls.....	D. Lagarde.....	16	2	do.....	3 p.m.....
Do.....	Savage's Mills.....	W. B. Vipond.....	10	2	Wednes., Satur.....	1 p.m.....
Do.....	St. Pie.....	L. O'Claire.....	30	6	do do.....	8 a.m.....
Do.....	Sweetsburg.....	Abram Pickle.....	17½	3	Mon., Thurs.....	7 30 a.m.....
Henryville.....	Venice.....	James Lewis.....	3	2	do do.....	10 a.m.....
Huntingville.....	Lennoxville.....	J. R. Moy.....	2½	6	Daily.....	7 30 a.m.....
Isle aux Noix.....	Stottville.....	L. C. Regnier.....	3½	6	do.....	11 a.m.....
L'Acadie.....	Railway Station.....	Narcisse Bréault.....	6	3	Mon., Wednes., Fri.....	2 p.m.....
Lake Megantic.....	Stornoway.....	J. McDonald.....	15	1	do do do.....	7 a.m.....
Laprairie.....	St. Constant.....	P. H. St. Hilaire.....	18	3	Mon., on arr. of mail from	Robinson..
Lawrenceville.....	North Stukely.....	L. Messier.....	4	3	Daily.....	8 a.m.....
Mattawa.....	Rapides des Joacims.....	J. Bangs.....	55	1	Tues., Thurs., Satur.....	8 a.m.....
Montreal.....	New Glasgow.....	M. Tindall.....	36	6	Mon.....	6 a.m.....
Do.....	Ottawa City.....	R. W. Shepherd.....	121	6	Tues.....	4 p.m.....
Do.....	Quebec.....	Richelieu Steamboat Company.....	180	6	Daily.....	8 a.m.....
Mount Johnson.....	St. Athanase.....	H. Desmaray.....	4½	3	do.....	8 a.m.....
Napierville.....	Stottville.....	Jos. Plante.....	7	6	Daily.....	8 a.m.....
North Hatley.....	Waterville.....	James Reilly.....	5	2	Daily.....	8 a.m.....
Pointeaux Auglis.....	St. Placide.....	P. Martia.....	8½	3	Daily.....	8 a.m.....
St. Benoit.....	St. Placide.....		6	2	Daily.....	8 a.m.....
Pointaux Tremblés.....	Rivière des Prairies.....	Louis Roi.....	6	3	Daily.....	8 a.m.....
Portland P. O.....	St. John, N.B.....	Eastern Express Co.....	2	2	Daily.....	8 a.m.....

Division, during the period ended 30th June, 1864.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Satur.....	10 a.m.....		\$ cts.		
do.....	1 p.m.....	Vehicle.....	36 00	1st Oct., 1863...	P. M. General's pleasure.
Wednes., Satur.....	10 15 a.m.....		40 00	1st Nov., do...	do
do do.....	9 a.m.....	Horseback or vehicle.....	Per trip, 50 cts.	Close of navigation, 1863.....	do
Knowlton courier.....		Boat or sleigh.....			do
mail from Sherbrooke.....		Horseback or vehicle.....	52 00	1st May, 1864...	do
Daily.....	5 p.m.....				
do.....	12 30 p.m.....				
Wednes., Satur.....	12 noon.....	Vehicle.....	20 00	1st Jan., do...	One year.
do do.....	5 p.m.....				
Mon., Thurs.....	12 noon.....		134 52	1st Feb., do...	Four years.
do do.....	9 30 a.m.....				
Daily.....	2 p.m.....		100 00	1st April, do...	do do
do.....	10 a.m.....				
Mon., Wednes., Fri.....	11 a.m.....		350 00	do do...	do do
do do do.....	6 p.m.....		150 00	do do...	do do
Wednes., Satur.....	8 30 a.m.....				
do do.....	9 a.m.....		40 00	1st March, do...	P. M. General's pleasure.
		On foot or otherwise.....	100 00	1st Oct., 1863...	do
Daily.....	6 45 p.m.....				
do.....	5 15 p.m.....	Scow or vehicle.....	115 44	1st Feb., 1864...	Four years.
		Vehicle.....	103 00	1st Oct., 1863...	Nine months.
Mon.....	6 p.m.....		60 00	1st Dec., do...	P. M. General's pleasure.
do.....	11 a.m.....				
Tues., Thurs., Satur.....	12 noon.....		175 00	1st Jan., 1864...	Four years.
with mail stage from Waterloo.....		Vehicle or otherwise.....	74 88	1st Feb., do...	do do
Thurs.....	4 p.m.....				
Tues.....	12 noon.....	Canoe in summer, sleigh in winter.....	476 00	1st June, do...	Two years.
Daily.....	5 p.m.....				
do.....	5 p.m.....	Vehicle.....	000 00	1st May, do...	Four years.
do.....	6 p.m.....				
do.....	6 p.m.....	Steamer and railway.....	4000 00	24th April, do...	Three years.
Daily.....	6 a.m.....				
do.....	6 a.m.....	Steamboat.....	4000 00	25th April, do...	do do
with mail from Montreal in one hour and a half.....		Vehicle.....	79 00	1st April, do...	Four years.
Daily.....	5 p.m.....		157 00	1st Jan., do...	do do
Wednes., Satur.....	4 p.m.....				
do do.....	3 p.m.....		50 00	do do...	P. M. General's pleasure.
On arr. of mail steamer, and return immediately.....					
Connecting with Montreal mail, and return immediately.....		Horseback or vehicle.....	60 00	1st March, do...	do
Tues., Thurs., Satur.....	6 p.m.....				
Within one hour.....		Vehicle.....	60 00	1st Oct., 1863...	Four years.
Tues., Fri.....	5 a.m.....				
do do.....	2 p.m.....	Steamboat.....	448 00	1st Jan., 1864...	Two years.

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

Route.		Name of Contractor.	Distance.	Times per week	DEPARTURE.	
From	To				Days.	Hours.
Riechburg	Stanbridge East	Martin Rice	1½	3	Tues., Thurs., Satur...	8 a.m. ... East Post Office, and return
Rigaud	Steamboat Landing	E. N. Fournier	2	12	Twice a day, in connection with	
St. Alexis	St. Jacques	L. Lebeau	3	2	Thurs, Satur., in connection with	
St. Antoine	St. Denis	M. Laprise	1	6	Daily, in connection with St. Hilaire	
Sto. Brigitte des Saults	St. Zéphirin	Urbain Beaudet	12	1	Satur	1 p.m.
St. Césaire	West Farnham	James Mullarkey	13	6	Daily, in connection with mail trains	
St. Charles	St. Marc	Antoine Desjournins	1	6	Daily, on arr. of m'l from St. Hilaire. ½ of an hour after arr. at St. Marc...	
St. Hyacinthe	St. Pie	J. B. Brodeur	25	6	Daily	7 a.m. do
St. Hélène	St. Hugues	L. Lemire	7½	2	Wednes., Satur.	12 30 p.m.
St. Hilaire	St. Jean Baptiste	C. S. Gigon	5	3	Tues., Thurs., Satur., in connection	
Sherbrooke	Railway Station	Wright Chamberlin	¾	24	Four times daily, in connect'n with	
Sorel	St. Robert	Athanaso Plasse	15	3	Tues., Thurs., Satur.	11 a.m.
South Ely	Valcourt	J. E. Marion	3	2	Tues., Satur., in connection with	
Sweetsburg	Waterloo	A. Pickle	18	3	Tues., Thurs., Satur.	7 a.m. do do do ... 11 a.m.

QUEBEC

Batiscau Bridge	St. Stanislas	Pierre Trepanier	13	6	Daily, Sunday excepted.	6 a.m.
Bécancour	Stanford	Benjamin Rivard	36	2	Mon., Fri.	12 noon
Berthier	Railway Station	F. X. Corriveau	2½	6	Daily, Sunday excepted.	11 p.m.
Do	do	C. Boissonneault	2½	6	do do do do	In connection with trains.
Blandford	Maddington	Frs. H. St. Germain	6	2	Wednes., Satur.	do do do do
Cap St. Ignace	Railway Station	Mrs. P. A. Larue	2½	12	do do do do	do do do do
Do	do	Miss C. H. Larue	2½	12	Twice Daily, Sun. excep.	do do do do
Chester	St. Christophe	Pierre Beauchêne	8	3	Tues., Thurs., Satur.	8 a.m. do do do ... 10 30 a.m. do do do ... 8 a.m.

Division, during the period ended 30th June, 1864.—Concluded.

ARRIVAL.		Mode of conveyance.	Stipulated price to be paid	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Proceed at once to Stanbridge immediately			\$	cts.	
mail steamers		On foot or in a vehicle	40 00	1st Jan., 1864	P. M. General's pleasure.
cour. from L'Assomption		Vehicle	136 00	25th April, do	Season of navigation.
mail		Vehicle or on foot	26 00	1st Oct., 1863	P. M. General's pleasure.
Satur	6 p.m.	Scow in summer, vehicle or on foot in winter	60 00	1st Jan., 1864	do
do	3 p.m.	Horseback or vehicle	40 00	1st Nov., 1863	do
In half an hour		Vehicle	259 00	1st April, 1864	Four years.
½ hour after dep. from		Scow in summer, vehicle or on foot in winter	40 00	1st Jan., do	P. M. General's pleas
Daily	2 p.m.	Vehicle	250 00	1st April, do	Four years.
do	9 a.m.	do	48 00	1st Oct., 1863	P. M. General's pleasure.
In 1½ hour		do	70 00	do do	do
Wednes., Satur.	2 p.m.	do	145 00	1st Jan., 1864	Four years.
with mail trains		do	112 00	1st Nov., 1863	do
mail trains		do	26 00	1st May, 1864	P. M. General's pleasure.
Tues., Thurs., Satur.	6 p.m.	Horseback or vehicle	140 00	1st April, do	Four years.
do do do	11 a.m.	Vehicle			

DIVISION.

Daily, Sunday excepted.	1 p.m.				
do do do	9 a.m.	Vehicle	178 00	1st Oct., 1863	30th Sept., 1867.
Tues., Satur	8 a.m.				
do do	8 p.m.	do	260 00	1st June, 1864	31st May, 1868.
Daily, Sunday excepted.	In connection with trains.				
do do do	do	Foot or vehicle	120 00	1st Oct., 1863	31st Dec., 1863.
do do do	do				
do do do	do				
do do do	do				
Wednes., Satur	10 a.m.		93 88	1st Jan., 1864	31st Dec., 1867.
do do	9 a.m.	Vehicle	72 00	do do	31st May, 1864.
Twice Daily, Sun. excep.	In connection with trains.				
do do do	do	On foot or in a vehicle	80 00	1st Oct., 1863	31st Dec., 1863.
do do do	do				
do do do	do				
Tues., Thurs., Satur	10 a.m.		81 38	1st Jan., 1864	31st Dec., 1867.
do do do	12 30 p.m.	Vehicle	79 56	1st Oct., 1863	30th Sept., 1867.

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

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Danville	Kingsley Falls	Geo. Ed. Gilman	7	2	Wednes., Satur	10 a.m.
Do	Railway Station	George Hawes	4	12	do do do	do
Do	do	Fred. Dalton	4	12	do do do	do
Do	St. George de Wind-sor	Fred. Dalton	9	2	Wednes., Satur	8 a.m.
Do	St. Patrick's Hill	Fred. Dalton	7	3	do do do	11 a.m.
Domaine de Gentilly	Gentilly	T. R. Lafèche	9	2	Wednes., Fri	1 p.m.
East Arthabaska	Stanford (via Laro-chelle)	P. Juncan	12	3	Tues., Thurs., Satur	8 a.m.
East Frampton	Ste. Claire	Frs. Lamentagne	12	3	do do do	6 30 p.m.
Edmonton	Rivière du Loup	Wm. R. Newcomb	79	3	Mon., Wednes., Fri	8 p.m.
Fox River	Ste. Anne des Monts	J. Bte. Sasseville	108	1	Tues., Thurs.	8 a.m.
Gaspé Basin	Percé	Geo. L. Coffin	36	2	Tues., Fri	5 a.m.
Green River	St. Antonin	George April	3	2	Wednes., Sun	7 a.m.
do	Viger	George April	11	2	do do	8 a.m.
Isle aux Coudres	St. Paul's Bay	Jos. Dufour	12	1	Fri	3 p.m.
Kamouraska	Railway Station	A. Blondeau	5 1/2	6	Daily, Sun. excepted	In connection with trains.
do	do	Théodore Sirois	5 1/2	12	Twice daily, Sun. excep.	do
L'Anse à Giles	L'Islet	Mme. P. A. Larue	4	3	Tues., Thurs., Satur	5 p.m.
do	do	Jos. O. Bélanger	4	3	do do do	3 p.m.
La Petite Rivière St. François	St. Paul's Bay	Elio Bluteau	15	1	Satur	8 a.m.
L'Islet	Railway Station	Mrs. D. S. Ballan-tyne	2 1/2	12	do do do	do
do	do	Jos. O. Belanger	2 1/2	12	do do do	do
Larochelle	Ste. Sophie	Jos. Poulin	7	1	Fri	1 p.m.
L'Islet	St. Cyrille	J. Bte. Cloutier	7	2	Tues., Fri	3 30 p.m.
Lotbinière	River Bois Clair	L. G. Boucher	6 1/2	2	Tues., Satur	1 30 p.m.
Matane	Ste. Anne des Monts	Chrysostôme Bernier	52	2	Mon., Fri	9 a.m.
					Wednes., Satur	6 p.m.

Division, during the period ended 30th June, 1864.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Wednes., Satur	9 30 a.m.	Vehicle	\$ 75 00	1st Jan., 1864	31st Dec., 1867.
do do	11 30 a.m.				
Twice daily, Sun. excep.	In connection with trains.				
do do do	do	Foot	100 00	1st Oct., 1863	do 1865.
do do do	do				
do do do	do				
Wednes., Satur	1 p.m.	do	68 86	1st Jan., 1864	do 1867.
do do	10 a.m.				
Tues., Thurs., Satur	1 p.m.				
do do do	10 a.m.	do	60 00	do do	do do
Wednes., Fri	5 p.m.				
do do	3 p.m.				
Tues., Thurs., Satur	12 noon	do	52 00	1st June, do	31st May, 1865.
do do do	10 a.m.				
do do do	5 30 p.m.				
do do do	9 p.m.	Vehicle	116 00	1st April, do	31st March, 1865.
Wednes., Fri, Sun	11 10 a.m.				
Tues., Thurs., Satur	11 10 a.m.				
Mon		Two-horse stage	1870 00	do do	do do
Tues					
Tues, Fri	5 p.m.				
Mon., Thurs	8 p.m.	Vehicle	480 00	do do	do do
Wednes., Sun	9 a.m.				
do do	8 a.m.				
do do	11 30 a.m.	Horseback or on foot	20 00	1st June, do	31st May, do
do do	8 a.m.				
Satur	8 a.m.				
Fri		By canoe or sail boat, and on foot	80 00	do do	do do
Daily, Sun. excepted	In connection with trains.				
do do	do				
Twice Daily, Sun. excep.	do	On foot or in a vehicle	120 00	1st Jan., do	31st Dec., 1867.
do do do	do				
do do do	do				
Tues., Thurs., Satur	4 p.m.	Vehicle	208 00	1st Jan., 1864	do 1867.
do do do	6 p.m.				
do do do	4 p.m.				
do do do	6 p.m.	do	60 00	1st Oct., 1863	do 1863.
do do do	4 p.m.				
do do do	6 p.m.				
do do do	4 p.m.	do	35 00	1st Jan., 1864	do 1867.
do do do	4 p.m.				
do do do	4 p.m.				
Satur	4 p.m.	Horseback or vehicle	40 00	1st Oct., 1863	30th Sept., do
do	12 noon				
Twice Daily, Sun. excep.	In connection with trains.				
do do do	do	On foot or in a vehicle	140 00	do do	31st Dec., 1865.
do do do	do				
do do do	do				
do do do	do	do	88 00	1st Jan., 1864	do 1867.
Fri	5 p.m.				
do	3 p.m.				
Tues., Fri	3 p.m.	Vehicle	28 00	1st Feb., do	30th April, 1864.
do do	3 p.m.				
do do	5 p.m.				
Tues., Satur	11 30 a.m.	Horseback or vehicle	50 00	1st Jan., do	31st Dec., 1867.
do do	9 30 a.m.				
do do	6 p.m.				
Thurs, Sun	6 p.m.	do	48 00	1st Oct., 1863	30th Sept., do
Tues., Satur	9 a.m.				
do do	9 a.m.				
Tues., Satur	9 a.m.	Vehicle	600 00	1st Jan., 1864	31st Dec., do
do do	9 a.m.				
do do	9 a.m.				

REPORT No. 5.—Report of New Contracts entered into in the Quebec Division, during the period ended 30th June, 1864.—Continued.

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.		ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
From	To				Days.	Hours.	Days.	Hours.				
Montmagny	Railway Station	J. S. Vallée	1	12	Twice Daily, Sun. excep.	In connection with trains.	Twice Daily, Sun. excep.	In connection with trains.	On foot or in a vehicle	\$ 80 00	1st Oct., 1863	31st Dec., 1863.
Do	do	J. S. Vallée	1	12	do do do	do	do do do	do	do	80 00	1st Jan., 1864	do 1867.
Notre Dame du Portage	do	L. B. Perron	3½	6	Daily, Sun. excep	do	Daily, Sun. excep	do	do	144 00	1st Oct., 1863	do 1863.
Do	do	L. B. Perron	3½	6	do do	do	do do	do	do	99 84	1st Jan., 1864	do 1867.
Quebec	St. Raymond	Louis Gagnon	43½	2	Wednes., Satur.	10 a.m.	Tues., Fri.	4 p.m.	Vehicle	354 75	1st Oct., 1863	31st March 1864.
Do	Steamboat Wharf	William Reynolds	1	12	Twice Daily, Sun. excep.	3 45 p.m.	Twice Daily, Mon. excep.	7 15 a.m.	do	100 00	21st April, 1864	Season of navigation, 1864.
Do	do	do	do	do	do Mon. excep.	7 30 a.m.	do Sun. do	4 p.m.	do	75 00	1st April, do	31st March, 1868.
Rivière du Loup	Valecartier	James McBain	18	2	Wednes., Satur.	2 p.m.	Wednes., Satur.	11 30 a.m.	do	200 00	1st Oct., 1863	31st Dec., 1863.
Do	Railway Station	Magloire Dionne	1½	12	do do do	In connection with trains.	do do do	In connection with trains.	do	125 20	1st Jan., 1864	do 1867.
Do	do	F. X. Martin	1½	12	do do do	do	do do do	do	do	125 00	1st Oct., 1863	do 1863.
Rivière Ouelle	do	N. Anetil	5	6	Daily, Sun. excep	do	Daily, Sun. excep	do	do	175 28	1st Jan., 1864	do 1864.
Do	do	Octave Langlais	5	12	Twice Daily, Sun. excep.	do	Twice Daily, Sun. excep.	do	do	46 00	1st Oct., 1863	do 1863.
St. Alexandre	do	Ed. Lévesque	½	12	do do do	do	do do do	do	On foot	24 00	1st Jan., 1864	do 1867.
Do	do	A. Guellet	½	12	do do do	do	do do do	do	do	280 00	1st Oct., 1863	do 1863.
St. André	do	P. C. Marquis	7	6	Daily, Sun. excep	do	Daily, Sun. excep	do	Vehicle	120 00	1st Jan., 1864	do 1867.
Do	do	A. Guellet	7	6	do do	do	do do	do	do	29 00	do do	do do
St. Anne de Beaupré	St. Féréal	O. St. Ilhaire	9	2	Wednes., Fri.	3 p.m.	Wednes., Fri.	3 p.m.	do	90 00	1st Oct., 1863	do 1863.
St. Anne Lapocatière	do	do	do	do	do do	12 noon	do do	6 p.m.	do	50 00	1st Jan., 1864	do 1867.
Do	Railway Station	Jos. Dionne	1	12	Twice Daily, Sun. excep.	In connection with trains.	Twice Daily, Sun. excep.	In connection with trains.	On foot or in a vehicle	50 00	1st Oct., 1864	do 1867.
Do	do	Odulhe Ouellet	1	12	do do do	do	do do do	do	do	50 00	1st Oct., 1863	do 1863.
St. Aubert	do	Cyprien Bourgault	½	6	do do do	do	do do do	do	do	50 00	1st Jan., 1864	do 1867.
Do	do	do	½	6	Daily, Sun. excep	do	Daily, Sun. excep	do	do	50 00	1st Oct., 1863	do 1863.
Do	do	do	½	6	do do	do	do do	do	do	50 00	1st Jan., 1864	do 1867.
St. Augustin	St. Catherine	François Ratté	12	2	Wednes., Satur.	7 a.m.	Wednes., Satur.	2 p.m.	Vehicle	124 00	1st April, do	31st March, 1868.
St. Catherine	do	do	do	do	do do	11 a.m.	do do	10 a.m.	do	96 00	do do	do do
St. Christophe	St. Raymond	William Davidson	15	2	do do	11 a.m.	do do	10 a.m.	do	87 64	1st Oct., 1863	30th Sept., 1867.
Do	do	do	do	do	do do	6 a.m.	do do	3 p.m.	do	120 00	do do	31st Dec., 1863.
Do	Railway Station	Geo. Boisclair	3	12	Twice Daily, Sun. excep.	In connection with trains.	Twice Daily, Sun. excep.	In connection with trains.	do	50 00	1st Jan., 1864	do 1867.
Do	do	J. D. Lavoie	4	6	do do do	do	do do do	do	do	40 00	do do	do do
Do	do	J. O. Chamberland	4	6	Daily, Sun. excep	do	Daily, Sun. excep	do	do	40 00	do do	do do
St. Flavien	do	Jos. Mailloux	4	2	do do	do	do do	do	do	40 00	do do	do do
Do	do	do	4	2	Tues., Fri.	do	Tues., Fri.	do	do	40 00	do do	do do

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

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
St. François and St. Pierre.....					Daily, Sun. excep.....	In connection with trains.
Do	Railway Station.....	E. C. Boulet.....	7	6	do do	do
St. Gervais.....	do	E. C. Boulet.....	7	6	do do	do
Do	do	Etienne Côté.....	5½	6	do do	do
Do	do	Etienne Côté.....	5½	6	do do	do
Ste. Hélène.....	St. Lazare.....	François Côté.....	6	3	Tues., Thurs., Satur... do do do	4 p.m..... 2 p.m.....
Do	Railway Station.....	Norbert Peltier.....	½	12	Twice Daily, Sun. excep.	In connection with trains.
St. Jean Port Joli.....	do	Norbert Peltier.....	½	12	do do do	do
Do	do	Louis Poitras.....	1½	12	do do do	do
Ste. Louise.....	do	Louis Poitras.....	1½	12	do do do	do
Do	do	Fred. Lauster.....	½	12	do do do	do
St. Stanislas.....	do	Fred. Lauster.....	½	12	do do do	do
St. Sylvester.....	St. Tito.....	Homère Rivard.....	15	2	Wednes., Satur.....	12 noon.....
St. Vallier.....	St. Sylvester, East.....	George McCrae.....	3	3	Mon., Wednes., Fri... do do do	8 a.m..... 7 a.m.....
Do	Railway Station.....	François Bélanger.....	2½	6	Daily, Sun. excep.....	In connection with trains.
Stanford.....	do	François Bélanger.....	2½	6	do do do	do
Do	do	James Huston.....	½	12	Twice Daily, Sun. excep.	do
Tadousac.....	do	Jos. Martineau.....	½	12	do do do	do
Trois Saumons.....	Rivière du Loup.....	Jas. Tibbits.....	30	6	Daily, Sun. excep.....	do
Do	Railway Station.....	J. Bte. Thibault.....	2	6	Twice Daily, on Tues., Thurs. and Sat.....	do
Village des Aulnaies.....	do	Frs. Raymond.....	2	6	do do do	do
Do	do	Pierre Castonguay.....	6	12	Twice Daily, Sun. excep.	do
Warwick.....	do	Hilaire Levéque.....	6	12	do do do	do
Do	do	L. T. Dorais.....	½	12	do do do	do
	do	L. T. Dorais.....	½	12	do do do	do

WILLIAM WHITE,
Secretary.

Division, during the period ended 30th June, 1864.—Concluded.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Daily, Sun. excep.....	In connection with trains.		\$ cts.		
do do	do do	Vehicle.....	150 00	1st Oct., 1863..	31st Dec., 1863.
do do	do do	do	99 38	1st Jan., 1864..	do 1867.
do do	do do	do	120 00	1st Oct., 1863..	do 1863.
do do	do do	do	40 00	1st Jan., 1864..	do 1867.
Tues., Thurs., Satur... do do do	3 30 p.m.. 5 30 p.m..	do	29 00	do do	do do
Twice Daily, Sun. excep.	In connection with trains.				
do do do	do do do	On foot.....	40 00	1st Oct., 1863..	do 1863.
do do do	do do do	do	40 00	1st Jan., 1864..	do 1867.
do do do	do do do	On foot or in a vehicle...	100 00	1st Oct., 1863..	do 1863.
do do do	do do do	do	80 00	1st Jan., 1864..	do 1867.
do do do	do do do	On foot.....	40 00	1st Oct., 1863..	do 1863.
do do do	do do do	do	40 00	1st Jan., 1864..	do 1867.
Wednes., Satur.....	12 noon.....	Horseback or vehicle...	60 00	1st Oct., 1863..	do do
do do	4 p.m.....	On foot or in a vehicle...	52 00	1st March, 1864..	30th Sept., 1864.
Mon., Wednes., Fri... do do do	2 a.m..... 8 a.m.....				
Daily, Sun. excep.....	In connection with trains.				
do do	do do	do	120 00	1st Oct., 1863..	31st Dec., 1863.
do do	do do	do	119 60	1st Jan., 1864..	do 1867.
Twice Daily, Sun. excep.	do do do	On foot.....	80 00	1st Oct., 1863..	do 1863.
do do do	do do do	do	30 00	1st Jan., 1864..	do 1867.
Daily, Sun. excep.....	do do	Steamboat.....	20 00	16th June,	Season of 1864.
do do	do do				
Twice Daily on Tues., Thurs. and Satur.....	do do do	On foot.....	50 00	1st Oct., 1863..	31st Dec., 1863.
do do do	do do do	do	44 00	1st Jan., 1864..	do 1867.
Twice Daily, Sun. excep.	do do do	Horseback or vehicle...	196 00	1st Oct., 1863..	do 1863.
do do do	do do do	do	192 00	1st Jan., 1864..	do 1867.
do do do	do do do	On foot.....	40 00	1st Oct., 1863..	do 1863.
do do do	do do do	do	37 56	1st Jan., 1864..	do 1867.

G. MOWAT,
Postmaster General.

REPORT No. 6.

REPORT OF ALLOWANCES made to Mail Contractors in Canada, beyond the sum originally stipulated in their respective Contracts, during the nine months ended 30th June, 1864, with the reasons for the same; and of all orders made by the Department, whereby additional expense is or will be incurred beyond the original Contract price, on any Land or Water route, specifying in each case the Route to which the order relates, the name of the Contractor, the original service provided by the Contract, the original price, the date of the order for additional service required, and the additional allowance therefor.

Route.		Name of Contractor.	Original Service provided by Contract.	Original Price.	Additional Service required.	Additional allowance therefor per annum.	Date of commencement of additional service and allowance.
From	To			\$. cts.		\$. cts.	
Bellefleur	Bellevue	J. M. Walworth	Semi-weekly service	52 00	3 miles additional travel to serve Desmond office	17 00	1st March, 1864.
Conway	Sapreux	E. Howard	Tri-weekly service	180 00	do do	50 00	1st Oct., 1863.
Carleton Place	Carleton Place	J. McNeilly	Semi-weekly service	240 00	One additional trip per week	120 00	do do
Carleton Place	Carleton Place	Jas. Terry	do do	78 00	2 miles additional travel to serve Avonorton office	24 00	1st Nov., "
Charlton	Harwich	Richard Jackson	Weekly service	75 00	1 mile do	4 68	1st Oct., "
Clinton	Wingham	William Cummins	Clinton to Blyth, daily service; Blyth to Wingham, tri-weekly	119 85	3 additional trips per week between Blyth & Wingham	100 00	do do
Georgetown	Stangford	J. G. Badcock	Tri-weekly service	110 00	2 miles additional travel to serve Hodge Plain office	40 00	1st May, 1864.
Glenside	Shipsey	J. C. Field	do do	330 00	do do	25 00	1st March, "
Haydock	Newwood	J. B. Pearce	Semi-weekly service	60 00	do do	40 00	1st April, "
Horsing's Mills	Singhampton	Geo. Field	Weekly service	63 50	1 1/2 mile do owing to removal of Osprey P.O.	2 75	do do
King	Nalderton	John Wilber	Tri-weekly service	100 00	Three additional trips per week	100 00	1st Nov., 1863.
Long Island Locks	Gloucester Station	W. Wilson	do do	61 00	2 1/2 miles additional travel to serve Manotick	30 00	1st May, 1864.
Marlow	Arny	B. Romfald	Weekly service	70 00	Two additional miles per week	140 00	16th June, "
Montreal	Montreal, via Hawkes Bay, Quebec, &c.	S. Lynch	Tri-weekly service	1300 00	2 miles additional travel to serve Dundee Centre	20 00	1st Feb., "
Maynooth	York River	P. Moran	Fortnightly service	39 00	One additional trip per fortnight	39 00	1st March, "
Newcastle	Strom	J. J. March	Daily service	220 00	2 miles additional travel to serve Kirby office	40 00	do do
New Dundee	Petersburg	E. Prins	Tri-weekly service	120 00	do do	60 00	1st April, "
Norwich	Woodstock	Geo. Weeks	do do	212 00	Three additional trips per week	212 00	1st Nov., 1863.
Norwood	South Dummer	Jas. Brown	Semi-weekly service	42 00	1 mile additional travel owing to removal of South Dummer P.O.	8 00	1st April, 1864.
Oakwood	Port Hoover	E. Lake	Tri-weekly service	74 71	Three additional trips per week	75 26	1st May, "
Quebec	St Francis	M. Duerrier dit Perrou	Daily service	583 00	14 miles additional travel to serve St. Francis Nord Est	24 80	16th June, "
St. Francis	Jersey	G. Robin ile	Tri-weekly service	124 00	Three additional trips per week	124 00	do do

O. MOWAT,
Postmaster General.

WILLIAM WHITE,
Secretary.

REPORT No. 6.—A.

REPORT of curtailment of Expenses in existing Contracts, effected by the Post Office Department during the nine months ended 30th June, 1864, specifying, in each case, the route to which the curtailment relates, the name of the Contractor, the original Service provided by the Contract, the original price, the reason for the curtailment, the amount of reduction in price, and the date from which the curtailment took effect.

Route.		Name of Contractor.	Original Service provided by Contract.	Original Price.	Reason for Curtailment.	Reduction made in allowance per annum.	Date of commencement of reduction.
From	To						
Alfred	L'Original	Jno. W. Londrum.	Tri-weekly service	\$ 1 15	24 miles reduced travel owing to closing of Caledonia Springs office.	\$ cts. 0 15	25th April, 1864.
Crysler	Dickinson's Landing	Reuben Hoople.	do	240 00	5 miles reduced travel, service of Ozunbruck Centre by this route being discontinued.	40 00	
St. Hilaire Station	Sorel	G. Gravel	Six trips per week.	793 00	Contractor relieved from service of Ste. Victoire P. O., which had involved a détour of one mile from direct route.	12 00	1st February, 1864.
Strathroy	Wisbeach	John Paine	Six trips per week, in part night service.	260 00	Changed wholly to day service.	10 00	1st November, 1863. 1st March, 1864.

WILLIAM WHITE,
Secretary.

O. MOWAT,
Postmaster General.

REPORT No. 7.

REPORT of all Fines imposed, and Deductions from the pay of Contractors, for failures to deliver the Mail, or for any other cause; shewing the names of the Contractors, the nature of the offence, the Route on which it occurred, the Amount of Fine, the time when it was imposed, and whether the Fine has been remitted, and for what cause, for the period ended 30th June, 1864.

Route.		Name of Contractor	Nature of Offence.	Date of Fine.	Amount.	Whether remitted, and for what cause.
From	To					
Almonde	Amptier	John Campbell	Courier intoxicated, and detention of mail <i>en route</i> .	18th Feb, 1864	10 00	Not remitted.
Ashburn	S. Colville	William McGill	do do whilst in charge of mails.	10th March do	5 00	"
Belleville	Bridgewater	Gilbert Cannitt	Late arrival at Bridgewater on several occasions.	12th Nov, 1863	5 00	"
Cape Vincent	Kingston	Philo B. Bennett	Neglect to convey the Cape Vincent mail to Kingston on two occasions.	23rd do	10 00	"
Collingwood	Owen Sound	Wm. Hy. Smith	Neglect in delivery of mails at Thornbury	10th do	10 00	"
Granby	St. Hyacinthe	L. Picard	Courier intoxicated.	16th Jan, 1864	2 00	"
Hamilton	Railway Station	John Richardson	Courier intoxicated. Lost a mail bag <i>en route</i> , which, however, was subsequently found.	23rd June, do	10 00	"
Harrowsmith	Kingston	Sidney McKim	Late arrival at Harrowsmith on several occasions.	9th Jan, do	5 00	"
Joliette	L'Assomption	J. Coutu	Delays in reaching Joliette.	13th May, do	5 00	"
Malton	Monro Mills	Duncan McCallum	Neglect to secure mails from injury by rain.	16th Oct, 1863	4 00	"
do	do	do	do do	24th Nov, do	5 00	"
do	do	do	do do	12th Dec, do	5 00	"
do	do	do	Arriving at Malton Station too late to forward mails by train.	18th do do	5 00	"
do	do	do	do do	10th March, 64	10 00	"
Montreal	Quebec	M. Gauvin	Late arrival of mails at Three Rivers.	8th Jan, 1864	2 00	"
do	do	do	do do	28th do do	2 00	"
Morpoth	Ox-trailer	James Ostrander	Detention of mails <i>en route</i>	10th May, do	10 00	Remitted—only offence.
Odesa	Yarker	(George Mink)	Neglect to convey mails from Odesa to Yarker on two occasions.	18th Feb, do	10 00	Not remitted.
Ottawa	Perth	John Burrows	Detention of mails <i>en route</i>	27th Nov, 1863	10 00	"
do	do	do	do do	24th Dec, do	5 00	"
Richmond Hill	Railway Station	Richard Nichols	Delay in delivery of mails at Richmond Hill.	14th Oct, do	2 00	"
St. Catharines	do	Wm. Cooke	Detention of mail at Railway station.	28th Dec, do	5 00	"

WILLIAM WHITE,
Secretary.

O. MOWAT,
Postmaster General.

REPORT No. 8.

LIST of Post Offices established in Canada during the nine months ended 30th June, 1864.

Name of Post Office.	Township or Parish.	Electoral County.	Postmaster.	Date of Establishment.
Alport	Monck	Simcoe, N. R.	J. B. Browning	1st December, 1863.
Alvanley	Dorby	Grey	James Webster	1st March, 1864.
Amulree	N. Easthops	Perth	A. Dallas	1st January, 1864.
Ariadne	Clinton	Lincoln	S. Hill	1st October, 1863.
Arltrea	Orillia	Simcoe, N.R.	W. Blair	1st June, 1864.
Avonton	Downie	Perth	A. Shiells	1st November, 1863.
Ascot Corner	Ascot	Town of Sherbrooke	C. Lebourveau	1st June, 1864.
Ashfield (re-open'd)	Ashfield	Huron	A. Fraser	1st March, 1864.
Avonmore	Roxborough	Stormont	E. N. Shaver	1st April, 1864.
Beche Plain	Stanstead	Stanstead	J. L. House	" "
Berne	Hay	Huron	G. Murner	1st December, 1863.
Black Heath	Seneca	Haldimand	J. Goodbrand	" "
*Blandford	Blandford	Arthabaska	C. A. de Carufel	1st June, 1864.
†Bolsover	Eldon	Victoria	G. F. Marsh	1st April, 1864.
Bonaventure (sub. of re-opened)	Hamilton	Bonaventure		1st February, 1864.
Brentwood	Sunnisale	Simcoe, N.R.	L. E. Dubois	1st May, 1864.
Bridgend	Harwich	Kent	Ann Warner	1st October, 1863.
Brodhagen	Logan	Perth	C. Brodhagen	" "
Cambachie	Plympton	Laumbton		1st May, 1864.
Carlsruhe	Carrick	Bruce	Ignatius Kormann	" "
Conroy (re-opened)	Gore of Downie	Perth	J. Rutledge	1st January, 1864.
Courland	Middleton	Norfolk	C. S. Harris	1st June, 1864.
Cowal	Southwold	Elgin, W. R.	N. McBride	1st December, 1863.
Desmond	Camden	Addington	J. W. Bell	1st March, 1864.
Drury	Oro	Simcoe, N. R.	R. Drury	1st May, 1864.
Dufferin	Onclida	Haldimand	H. Martin	1st December, 1863.
Dundee Centre	Dundee	Huntingdon	W. Smallman	1st February, 1864.
Elder	Mono	Simcoe, S.R.	C. Conn	1st June, 1864.
Evangelino	Barford	Stanstead	C. Dupont	1st May, 1864.
Fernhill	Lobo	Middlesex, W. R.	E. Owen	1st April, 1864.
Fisherville	Rainham	Haldimand	J. McCombs	1st December, 1863.
‡Fountain Hill	Toronto	Peel	W. Kennedy	1st April, 1864.
Fulford	Brome	Bromo	L. Orcutt	1st November, 1863.
Gifford	South Cayuga	Haldimand	B. M. Gifford	1st December, 1863.
Goldstone	Peel	Wellington, N.R.	John Hans	1st March, 1864.
Green River	St. Antonin	Témiscouata	G. April	1st June, 1864.
Gretna	N. Fredericksburg	Lenox	W. J. Mellow	1st March, 1864.
Hartman	E. Gwillimbury	York, N. R.	David Terry	1st November, 1863.
Hill's-green	Hay	Huron	Hugh Love, Senr	1st April, 1864.
Lowe Island	Pittsburgh	Frontenac	R. Urquhart	1st October, 1863.
Holecumb	Belmont	Peterboro'	J. A. Wilde	1st April, 1864.
Hilderton	London	Middlesex, E.R.	George Ord	1st March, 1864.
Isle du Pads	Isle du Pads	Berthier	Rev. V. Plinguet	1st April, 1864.
Kent Bridge	Camden	Kent	Wm. Webb	1st October, 1863.
Kinlough	Kinloss	Bruce	Simon Corrigan	1st November, 1863.
Kirby	Clarke	Durham, W. R.	R. Gilbank	1st March, 1864.
Kirkfield	North Eldon	Victoria	Silas Smith	1st February, 1864.
Lake Megantic	Whitton	Compton	J. McDonald	1st December, 1863.
Larue	Hibbert	Perth	John Larner	1st November, 1863.
Larochele	Halifax	Megantic	Jos. Poulin	1st February, 1864.
Logierait	Moore	Lambton	D. Hoggie	1st November, 1863.
Louisville (re-op'd)	Chatham	Kent	R. C. Struthers	1st October, 1863.
‡Maenider	L'Assomption	Rimouski	F. Saucier	1st March, 1864.
Magoon's Point	Stanstead	Stanstead	J. G. Christie	1st May, 1864.

* On the establishment of this office, the name of the office heretofore known as Blandford was changed to "Domaine de Gentilly."

† On the establishment of this office, the Post Offices at Eldon and North Eldon were closed.

‡ Name since changed to "Dixie."

§ On the establishment of this office, the name of the office heretofore known as Maenider was changed to "Sandy Bay."

REPORT No. 8.—Continued.

LIST of Post Offices established in Canada during the nine months ended 30th June, 1864.

Name of Post Office.	Township or Parish.	Electoral County.	Postmaster.	Date of Establishment.
Malmaison	Stanbridge.....	Missisquoi	A. Lanthier.....	1st December, 1863.
Manotick	N. Gower.....	Carleton	G. L. Parker.....	1st May, 1864.
Massie	Holland	Grey	A. Massie.....	1st April, 1864.
Matapédia	Restigouche	Bonaventure	D. Fraser	" "
Mattawa (re-open'd)	Mattawa	Dist. of Nipissing.....	John Bangs.....	1st June, 1864.
Moe's River.....	Compton	Compton	J. Baker.....	1st March, 1864.
Oxenden	Keppel	Grey.....	James Atkey, Senr.....	1st May, 1864.
Purdy	Bangor	Hastings, N.R.....	W. Lake.....	1st June, 1864.
Ravenna.....	Collingwood	Grey.....	Wm. Reid.....	" "
Rivière Bois Clair.....	St. Edouard.....	Lotbinière	L. G. Boucher.....	1st October, 1863.
Rockbarn	Hinchinbrook	Huntingden.....	A. Oliver	1st February, 1864.
Rockingham	Brudenell	Dist. of Nipissing	J. S. Watson.....	1st May, 1864.
Rock Island	Staustead	Staustead	A. A. Barry.....	1st November, 1863.
Rockside	Caledon	Peel.....	D. Kirkwood.....	" "
Ste. Brigitte des Saults	Ste. Brigitte des Saults	Yamaska	Urbain Renaud	" "
St. Camille	St. Camille.....	Wolfe	F. Melet	1st January, 1864.
St. Régis	St. Régis.....	Huntingden.....	M. Dixon.....	1st April, 1864.
*Sandhurst (re-op'd)	S. Fredericksburg.....	Lenox.....	D. Allan.....	1st November, 1863.
Sarawak	Sarawak	Grey	B. Jones.....	1st October, 1863.
Savage's Mills.....	Shefford	Shefford	A. H. Savage.....	1st April, 1864.
Shouabred.....	Nouvelle.....	Bonaventure	J. Walter	" "
Six Portages	Bouchette.....	Ottawa	T. B. Hudson	1st February, 1864.
Sunbury	Sorrington	Frontenac	J. McBride.....	1st March, 1864.
Tampo	Westminster	Middlesex, E.R.....	A. Remy.....	1st June, 1864.
Torbolton	Torbolton	Carleton	H. Younghusband	1st January, 1864.
Uterson	Stephenson	Victoria	James F. Hanes	1st June, 1864.
Valcourt	South Ely.....	Shefford	J. E. Marion.....	1st May, 1864.
Venice.....	Noyan.....	Iberville	James Lewis.....	1st March, 1864.
Verdun	Hfr n.....	Bruce	J. Colling.....	1st May, 1864.
Village Richelieu.....	St. Mathias	Rouville	G. Franchère.....	1st June, 1864.
Warner (re-opened)	Caistor	Lincoln	W. Bracks	1st December, 1863.
Whitehurst.....	Elizabethtown.....	Town of Brockville	John Bell.....	1st April, 1864.
Winchelsea	Osborne.....	Huron	A. Smith.....	1st December, 1863.
Woodlands	Ozabruk	Stormont	R. H. Stuart	1st February, 1864.
Yarmouth Centre	Yarmouth.....	Elgin, E.R.....	Wm. Mann.....	1st December, 1863.

* Formerly "Fredericksburg."

WILLIAM WHITE,
Secretary.

O. MOWAT,
Postmaster General.

REPORT No. 8.—Continued.

LIST of Post Offices closed in Canada during the nine months ended 30th June, 1864.

Name of Office.	Electoral County.	Postmaster.	Date of Discontinuance.	Reason for Discontinuance.
*Totnes.....	Perth.....	Mary Coulton.....	1st Oct. 1863.....	On resignation of Postmistress, no suitable successor available.
Caledonia Springs, Prescott.....		Wm. Lendrum.....	1st Nov. ".....	do do
†Point Platon.....	Lotbinière.....	H. Kirouac.....	" ".....	do do
Brinkworth.....	Hastings, N. R.....	A. Fullerton.....	1st March, 1864.....	do do
Eldon.....	Victoria.....	A. Ray.....	1st April ".....	On resignation of Postmaster, and on opening of Bolsover Office, further maintenance of Eldon considered unnecessary.
North Eldon.....	do.....	W. McCradie.....	" ".....	On establishment of Bolsover, further continuance of office considered unnecessary.
‡Groumont.....	Perth.....	S. Leggat.....	" ".....	On removal of Postmaster, further maintenance of office considered unnecessary.
Greenleaf.....	Wellington, N. R.....	D. McIntyre.....	1st May ".....	On resignation of Postmaster, no suitable successor available.

* Since re-opened, 1st January, 1865.

† Since re-opened, 1st July, 1864.

‡ Since re-opened, 1st October, 1864.

WILLIAM WHITE,
Secretary.

O. MOWAT,
Postmaster General.

REPORT No. 8.—Continued.

REPORT of New Post Routes established in Canada during the nine months ended 30th June, 1864.

Route.		When established	No. of times per week.	Distance in miles.
From	To			
Alport	Muskoka Falls.....	1st December, 1863.....	Once	8
Alvanley	Owen Sound	1st March, 1864	Once	7½
Amulree	Shakespeare	1st January, 1864	Twice	3½
Appleton	Brockville & Ottawa Rail- way Station.....	1st February, 1864.....	Six	3½
Apto	Midhurst.....	1st April, 1864.....	Twice	5½
Ariadne	Beamsville.....	1st October, 1863	Three	6
Arva	Telfer	1st March, 1864.....	Twice	5
Ashburn	Myrtle.....	1st April, 1864.....	Six	3½
Avonton	Carlingford and Sohring- ville route	1st November, 1863	Twice	2
Baden	Phillipburg.....	1st January, 1864.....	Six	3
Béaucœur	Stanford, <i>via</i> Ste. Gertrude	1st June, 1864.....	Twice	36
Berne	Kippen	1st April, 1864.....	Twice	7½
Berne	Zurich	1st December, 1863	Twice	3½
Berthier	Isle du Pads	1st April, 1864.....	Three	2
Black Heath	York	1st December, 1863	Twice	5½
Bowood	Fernhill	1st April, 1864.....	Twice	4½
Bridgend	Chatham & Harwich route	1st October, 1863	Once	1
Brosnagen	Carronbrook	1st October, 1863	Once	7
Bradford	Lockingham	1st May, 1864.....	Once	7½
Cumhellen	Perch Station	1st June, 1864.....	Twice	4
Cape Rich	Wharf	Opening of navigation	when requir'd	½
Carlsruhe	Hanover.....	1st May, 1864.....	Once	4
Carronbrook	Larner	1st November, 1863	Once	6
Chatham	Dawn Mills.....	1st October, 1863	Three	18
Chatsworth	Mazie	1st April, 1864.....	Once	6
Cheltenham	Roadside.....	1st November, 1863	Twice	4
Clarence	McAul's Wharf	22nd June, 1864.....	Six	4
Clarksburg	Ravenhill.....	1st June, 1864.....	Once	7
Collington	Meyersburg	1st March, 1864.....	Three	6
Collinville	Logierait	1st January, 1864.....	Once	3½
Conroy	Stratford	1st January, 1864.....	Twice	6½
Cornwall	St. Régis.....	1st April, 1864.....	Twice	6
Cowal	Iona.....	1st December, 1863	Once	5½
Cremore Mills	Stayner	1st February, 1864.....	Three	8
Daillebout	St. Beatrix.....	16th October, 1863	Once	9
Dalton	Drury	1st May, 1864.....	Twice	4½
Desmond	Moscow.....	1st March, 1864.....	Twice	3
Dickinson's Landing	Furran's Point	1st April, 1864.....	Six	5
Dingle	Ethel	1st April, 1864.....	Twice	5
Domaine de Gentilly	Gentilly	1st June, 1864.....	Twice	9
Dufferin	Indiana	1st December, 1863	Twice	5
East Arthabaska	Stanford, <i>via</i> Larochele..	1st May, 1864.....	Three	12
Ehler	Rosemont.....	1st June, 1864.....	Once	6
Falkenburg	Otterson	1st June, 1864.....	Once	7
Fisherville	Selkirk	1st December, 1863	Twice	5
Franklin	Station	1st April, 1864.....	when requir'd	½
Falford	Waterloo.....	1st November, 1863	Twice	4
Fullarton	Matherwell.....	1st October, 1863	Three	4½
Garzeville	Magoon's Point	1st May, 1864.....	Twice	5½
Gifford	Rainham	1st December, 1863	Three	3
Goble's Corners	Railway station.....	1st October, 1863	Six	½
Granby	Savage's Mills.....	1st April, 1864.....	Twice	10
Green River	St. Antonin.....	1st June, 1864.....	Twice	3
Green River	Viger	1st June, 1864.....	Twice	11
Hartman	Pine Orchard.....	1st November, 1863	Twice	6½
Havelock	Holcomb.....	1st April, 1864.....	Twice	6
Henryville	Venice.....	1st March, 1864.....	Twice	8½

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

ROUTE.		When		No. of times	Distance
From	To	established.		per week.	in miles
Hollen.....	Stirton	1st March,	1864.....	Three	2½
Lowe Island.....	Pittserry.....	1st October,	1863.....	Once	3
Hubbell's Falls.....	Kimburn.....	1st April,	1864.....	Six	5
Hunsdon.....	Tuam.....	1st April,	1864.....	Three	3½
Kirby.....	Orono and Leskard Road.	1st March,	1864.....	Three	2
Kirkfield.....	Woodville.....	1st February,	1864.....	Three	16
Kirkton.....	Winchelsea.....	1st December,	1863.....	Twice	4
Lake Megantic.....	Stornoway.....	1st December,	1863.....	Once	15
Lanark.....	Playfair.....	1st December,	1863.....	Twice	5
Larochele.....	Ste. Sophie.....	1st February,	1864.....	Once	7
Logjornit.....	Sarnia.....	1st November,	1863.....	Once	5½
Long Island Locks.....	Manotick.....	1st May,	1864.....	Three	2½
Lotbinière.....	Rivière Bois Clair.....	1st October,	1863.....	Twice	6½
Lucknow.....	Verdun.....	1st May,	1864.....	Once	8½
Mannheim.....	New Dundee & Petersburg Road.....	1st April,	1864.....	Three	17
Mattawa.....	Rapides des Joachims.....	1st June,	1864.....	Once	55
Maynooth.....	Purdy.....	1st June,	1864.....	Once	16
McIntyre.....	Gravelled Road.....	1st November,	1863.....	Twice	1½
Newington.....	Strathglass.....	1st April,	1864.....	Once	9
North Ely.....	Valcourt.....	1st May,	1864.....	Twice	3
Osecola.....	Stafford.....	1st January,	1864.....	Twice	9
Plainfield.....	Thurlow.....	1st January,	1864.....	Three	5
Port Ryerse.....	Simcoe.....	1st October,	1863.....	Six	6
Quebec.....	Valcartier.....	1st April,	1864.....	Twice	18
Ratho.....	Railway Station.....	1st May,	1864.....	Six	1
St. Augustin.....	Ste. Catherine.....	1st April,	1864.....	Twice	12
Ste. Brigitte des Saults.....	St. Zéphirin.....	1st November,	1863.....	Once	12
Ste. Catherine.....	St. Raymond.....	1st April,	1864.....	Twice	15
Sorel.....	St. Robert.....	1st November,	1863.....	Three	18
Talbotville Royal.....	Tempo.....	1st June,	1864.....	Once	2
Whitehurst.....	B. & Ottawa R'way Stat'n.	1st April,	1864.....	Three	16
Woodlands.....	Oznabruk Centre.....	1st April,	1864.....	Three	4

WILLIAM WHITE,
Secretary.

O. MOWAT,
Postmaster General.

REPORT No. 8.—(Concluded.)

Report of all Post Routes discontinued during the nine months ended 30th June, 1864, showing, in the case of each Route discontinued, the reason of the proceeding.

Route.		Distance in Miles.	Times per Week.	Date of Discontinuance.	Reasons for Discontinuance.
From	To				
Appleton	Carlton Place	4	3	1st February, 1864	Superseded by Appleton and Brockville & Ottawa Railway station service.
Apto	Craighurst	6	2	1st April, 1864	do
Argyle	Woodville	6	2	1st February, 1864	do
Aulsville	Farran's Point	6	2	1st April, 1864	do
Balderson	Playfair	2	6	1st December, 1863	Dickinson's Landing and Farran's Point
Bevelton	North End	10	1	1st February, 1864	do
Becanour	Stanford, via Gertrude	33	2	1st February, 1864	do
Berlin	St. Gertrude	15	2	do	do
Berne	Manabow	6	2	1st April, 1864	do
Berwick	Zurich	33	2	do	Manabow served by route between New Dundee and Petersburg.
Blaithford	Strathgus	7	1	1st April, 1864	Superseded by Berne and Kippen service.
Caledonia Springs	Madddington	6	2	1st April, 1864	do
Canrobert	Alfred and 17 Original route	24	3	1st June, 1864	do
Chatban	St. Césaire	6	3	25th April, 1864	Closing of Caledonia Springs office.
Clarence	Darrell	7	2	1st April, 1864	Service of Canrobert included in new contract between St. Césaire and West Farnham.
Colden	Thurs	2	6	1st June, 1864	No longer necessary, owing to extension of Clatham and Dawn Mills route, so as to include the service of Darrell.
Codrington	Stauford	10	3	21st January, 1864	Superseded by Clarence and McCaul's Wharf service.
Colinville	Norham	5	3	1st March, 1864	do
Croemore Mills	Moore	6	1	1st January, 1864	Connection discontinued, owing to change in mail service.
Dartford	Silvershoe	7	3	1st June, 1864	Colinville served from Sarnia instead.
Demorestville	Rosemeath	6	3	1st February, 1864	Superseded by Greenmore Mills and Stayner.
Graby	Pictou	9	3	1st March, 1864	Connection discontinued, owing to change in mail service.
Grey	Shefford Mountain	44	2	13th October, 1863	do
Goble's Corners	Morrisdale	4	2	1st April, 1864	Superseded by Granby and Savage's Mills service.
Hill way	Princeton	23	2	1st June, 1864	Grey served from Dingle instead.
Hubbell's Falls	Thurlow	5	3	1st October, 1863	Goble's Corners served by railway travelling post office.
Hunston	Pakenham	7	6	1st January, 1864	Connection discontinued, owing to change in mail service.
Larochelle	Tottenham	2	3	1st April, 1864	do
London	St. Sophie	7	1	1st May, 1864	Superseded by Hunston and Tottenham, via Tuam.
	Telfer	13	1	1st March, 1864	Larochelle served by Arthabaska and Stanfold courier.
					Telfer served from Arva instead.

Lunenburg	Osnabrock Centre	4	3	1st February, 1864	Connection discontinued, owing to change in mail service.
Meyersburg	Norham	5	3	1st March, 1864	do
New Hamburg	Phillipsburg	4	6	1st January, 1864	do
Port Ryerse	Victoria	3	3	1st October, 1863	Port Ryerse served from Simcoe instead.
Quebec	St. Raymond	43½	2	1st April, 1864	Superseded by St. Augustin and Ste. Catherine, and Ste. Catherine and St. Raymond contracts.
Rivière du Loup	St. Modeste	9	2	1st June, 1864	St. Modeste served from Green River.
Roxton Falls	Shefford Mountain	16	2	1st February, 1864	Superseded by Granby and Roxton Falls service.
St. Antoine	Railway Station	34	2	1st June, 1864	St. Antoine served from Green River.
St. Arsène	Viger	8	1	do	do
St. Robert	Yamaska Junction	2	2	1st November, 1863	Viger do
St. Victoire	Route of St. Hilaire and Sorel Mail	1	3	do	Superseded by St. Robert and Sorel service.
Thornbury	Steamboat	1	6	Close of navigation	St. Victoire served by the new route between Sorel and St. Robert.
					Superseded by Clarksburg and Collingwood (summer route).

WILLIAM WHITE,
Secretary.

O. MOWAT,
Postmaster General.

REPORT No. 9.

REPORT of all Cases occurring within the nine months ended 30th June, 1864, of the abstraction or loss of Letters containing Money, sent through the Post in Canada - shewing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
J. J. Smith	Whitby	1864. 1st Oct.	\$ 1 60 etc.	Mrs. Colquhoun	Toronto	Not received by person addressed	Not	No trace, owing to want of registration.
LeMesurier & Champlain	Quebec	16th do	60 35	G. W. Smith	Prescott	Letter stated to have been received without contents.	Not	do
J. B. Delisle	Lake Aylmer	18th do	23 60	P. Grégoire	Wotton	Only \$11 stated to have been received.	Registered.	No evidence to account for alleged discrepancy.
John Hutson	Burastown	19th do	21 00	Thos. Flood	Hamilton	Not received by person addressed	Not	do
Margaret Cuthbert	Toronto	9th Nov.	6 00	Thos. Cuthbert	Winkona	do	Not	Letter posted for registration, but its registration having been overlooked in the Gananoque Office, the P. M. made good the contents. The mail-bag containing these letters was lost or stolen from the mail conveyance between Lloydown and Aurora. Neglect in the matter having been proved against the Mail Contractor, he was held responsible for the contents of the lost letters.
Miss Edwards	Lloydown	17th do	4 00	Miss Hastings	Toronto	do	Not	do
Jos. Brown	do	17th do	1 50	Geo. Brown	do	do	Registered.	do
do	do	17th do	1 00	Jas. Peatty	do	do	Registered.	do
T. Stend	do	17th do	6 00	J. G. Stend	do	do	Registered.	do
J. G. R. Finchaud	do	17th do	5 00	Jas. Holden	Nobleton	do	Not	do
do	do	17th do	10 00	A. Henderson	Newmarket	do	Registered.	do
J. Beecroft	do	17th do	10 00	John Beecroft	Engonia	do	Not	do
B. Fanning	do	17th do	20 00	John Bowles	Newton Robinson	do	Registered.	do
E. P. A.	Toronto	18th do	20 00	Mr. Haynes	Claremont	do	Not	No trace, owing to want of regist'n.
J. F. Vill	Quebec	do	1 00	Jas. Beatty	Toronto	do	Not	do
G. M. Jarvis	St. Catharines	do	5 00	Mrs. Baldwin	do	do	Not	do
do	do	23rd do	1 30	W. Taylor & Son	Hamilton	do	Not	do

Edw. Steers, Jr.	Kent Bridge	24th do	9 00	C. P. Kellogg	Bellerville	do	Not	Letter posted for registration, but its regist'n having been overlooked in the Kent Bridge office, the P. M. was instructed to make good the contents. The mail package stated by the mail clerk G. T. K. to have contained this letter, is stated by the P. M. of Guelph, not to have reached his office.
W. E. Sibley	St. Catharines	28th do	2 00	J. Sibley	Erin	do	Registered.	No trace, owing to want of regist'n.
Thos. Hoar	Bowmanville	1st Dec.	3 00	Rev. W. Preston	Strathroy	do	Not	do
Geo. Haynes	Cobourg	4th do	1 00	"Leader" Office	Toronto	do	Not	do
J. S. Upper & Co.	Villanova	9th do	80 00	McInnes & Co.	Hamilton	Only \$70 stated to have been received.	Registered.	Enquiry failed to account for alleged discrepancy.
J. Carrieros	Maynooth	9th do	1 00	Jos. Carrieros	Montebello	Not received by person addressed	Registered.	The sleight containing the mail bag in which this letter was, broke thro' the ice on Ottawa River on night of 11th Dec., 1863. Mail-bag lost. The Contractor was held responsible.
Chas. Tuggey	Montreal	11th do	20 00	D. Tuggey	Macnider	do	Not	No trace, owing to want of regist'n.
G. T. Jeffrey	Newbury	13th do	10 00	Mrs. R. Jeffrey	Quebec	do	Not	do
W. Cameron	Montreal	14th do	5 75	Mrs. Worthington	do	do	Not	do
H. Urquhart	Toronto	20th do	5 00	D. Morgan	do	do	Not	do
Jos. Hall	Oil Springs	21st do	8 00	Mrs. J. Hall	Brillannia	do	Not	do
A. Christie	Toronto	24th do	20 00	Bureau of Agriculture	Quebec	do	Not	do
do	do	28th Jan. 1864	20 00	do	do	do	Not	do
P. S. Soly	St. Hyacinthe	21st Dec.	14 00	Dame E. Délorier	St. Césaire	Letter stated to have been received without contents	Registered.	Enquiry failed to account for alleged discrepancy.
Mrs. Worthington	Quebec	26th do	Halves of \$32.	R. Worthington	Montreal	Not received by person addressed	Not	No trace, owing to want of regist'n.
B. M. Gifford	Gifford	1861. 2nd Jan.	Not stated.	"Leader" Office	Toronto	do	Registered.	The Postmaster of Rainham having omitted to continue the registration, made good its contents. Letter posted for registration, but its registration having been overlooked in the Wakefield post office, the P. M. was held responsible for its contents. No trace, owing to want of regist'n. Neglect in the treatment of this letter having been proved against the P. M. of Labarre, he was held responsible & made good the contents.
James Copeland	Wakefield	do	11 00	J. McLaurin	Ottawa	do	Not	do
Moffatt, Murray & Co	Toronto	9th do	200 00	Hon. G. S. Boulton	Cobourg	do	Not	do
M. Pleurde	Rivie Onelle	15th do	100 00	O. Benetieu	Labarre	Let'r rec'd with't con'ts	Registered.	do

REPORT No. 9.—REPORT of all Cases occurring within the nine months ended 30th June, 1864, of the abstraction or loss of Letters containing Money, sent through the Post in Canada, &c.—Continued.

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of proceedings instituted in each case by the Department.
				Name.	Place.			
R. Little	Woodslee	1864. 15th Jan	\$ cts. 140 00	Lewis Kay & Co.	Montreal	Letter stated not to have reached person addressed.	Registered.	The P.M. of Chatham, C.W., having failed to continue the regis'n of this letter, made good the contents.
W. Butler	Brighton	20th do	25 00	G. C. Butler	do	Not received by person addressed.	Not	No trace, owing to want of regist'n.
James Dean	Millbrook	20th do	4 00	Miss Dean	Oshawa	do	Not	do
G. V. W. Reigau	Bellefleur	20th do	6 00	C. H. Hubbard	Toronto	do	Not	do
A. De Montigny	Beauharnois	27th do	71 00	J. L. Cassidy	Montreal	do	Registered.	Letter traced to Montreal Post Office, but its subsequent disposal cannot be explained. Enquiry unsuccessful.
J. O'Leary	Quebec	29th do	5 00	J. Donobuo	Boston, Mass.	do	Registered.	Mail bag containing this letter was lost or stolen from the mail sleigh between Lévis and the railway station. The Contractor was held responsible for the contents.
F. C. Gilman	G. T. Trav. P. O. at Granby Sta.	2nd Feb	10 00	McBurney	Montreal	do	Not	No trace, owing to want of regist'n.
Rev. A. J. Holmes	Brampton	2nd do	25 00	R. Gawley	Barrie	do	Not	do
Maria Parkinson	Hull	2nd do	6 00	Miss Parkinson	Toronto	Only \$2 stated to have been received.	Registered.	No evidence to account for alleged discrepancy.
John Wagster	New Hamburg	4th do	120 00	J. Austin	do	Not received by person addressed.	Not	No trace, owing to want of regist'n.
Bank of Montreal	Hamilton	5th do	50 00	Postmaster	Dunnville	do	Not	do
George Cummings	Kesewant	9th do	70 00	McMaster & Nephews	Toronto	Only \$50 stated to have been received.	Registered.	No evidence to account for alleged discrepancy.
G. Johnson & Son	L'Original	9th do	201 00	D. A. McDonald	Alexandria	Not received by person addressed.	Registered.	No evidence to account for alleged discrepancy.
do	do	9th do	32 00	do	do	do	Not	(Mail package stated by the Postmaster of L'Original to have contained these letters; is stated by the Postmaster of Alexandria not to have reached his office. Enquiry unsuccessful.)

William Adamson	Toronto	11th do	5 00	Mrs. Adamson	Bothwell	Only \$1 stated to have been received.	Not	No evidence to account for alleged discrepancy.
W. J. Lawson	Montreal	14th do	3 00	Mrs. H. Swayse	Thorold	Not received by person addressed.	Not	No trace, owing to want of regist'n.
J. E. Tuzo	Percé	22nd do	5 00	Mrs. S. D. Mears	Lennoxville	do	Not	do
Miss Kirby	Niagara	24th do	30 00	Mrs. Hellwell	Montreal	do	Not	do
S. H. Cochrane	Whitby	26th do	40 00	Ross & Steele	do	do	Not	do
J. McDonald	Wrexeter	26th do	13 00	O. Stone	Oshawa	Stated to have been received without con'ts.	Not	do
Hon. O. Mowat	Quebec	do	80 00	Robinson & Co	Toronto	Not received by person addressed.	Registered.	No evidence to account for alleged discrepancy.
James Stewart	Sullivan	8th do	1 00	"Herald" Office	Montreal	do	Registered.	No trace, owing to want of regist'n.
A. Buchanan	do	27th do	3 00	"Globe" do	Toronto	do	Registered.	(Mail packages stated by the Postmaster of Sullivan to have contained these letters, are stated by the Postmaster of (Guelph not to have reached his office. Enquiry unsuccessful.)
James McLuney	do	27th do	1 00	"Herald" do	Montreal	do	Registered.	(
Rev. J. B. Chrétien	La Bato.	— Mar.	6 00	B. Chrétien	St. Saurcour de Québec	do	Not	No trace, owing to want of regist'n.
L. M. Sylvestre	Montreal	5th do	2 00	Amande Sylvestre	Québec	do	Not	do
George Lanigan	Quebec	10th do	10 00	Mrs. Lanigan	Sherbrooke	do	Not	do
Rev. M. Lassissaray	Pointe du Lac	11th do	20 00	P. O. Lassissaray	St. Henri	do	Not	do
L. P. Whittall	Leamington	12th do	36 00	Canada Company	Toronto	do	Registered.	The Leamington Post Office was broken open by burglars, and this letter was stolen.
E. Doidge	Strathroy	14th do	2 00	Rev. A. Kennedy	London, C. W.	do	Not	No trace, owing to want of regist'n.
F. A. Smith	Nicolet	18th do	3 00	Miss Smith	do	do	Not	do
D. McMaster	Sarnia	23rd do	20 00	A. S. Irving	Toronto	do	Not	do
William Young	Wellington	23th do	6 00	"Leader" Office	do	do	Not	do
Rev. J. Bailey	St. Pierre les Béquels	29th do	19 25	P. McDonnell	Montreal	do	Not	do
D. M. Hicks	Kerrwood	1st April	2 00	Mrs. D. O'Callaghan	London, C. W.	do	Not	do
Tunis & Co.	Clifton	2nd do	19 00	C. A. Backus	Toronto	do	Not	do
Léon Pailion	Cobecoak	4th do	6 00	Mario Curatt	Chateauguay	do	Registered.	Letter imperfectly addressed, and traced to St. Louis de Gonzague. The Postmaster had, in the meantime, resigned his office and left the place.
J. B. Maher	Three Rivers	7th do	5 00	J. B. Maher	Berthier	Stated to have been received without con'ts.	Registered.	Enquiry failed to account for alleged discrepancy.
G. B. Usher	Drummondville, West	11th do	60 00	Charles Geddes	Montreal	do	Not	Enquiry failed to establish clearly where these losses occurred.—
H. Webb	do	21st do	10 00	E. Webb	Toronto	do	Not	The persons upon whom suspicion appeared to rest are no longer in the employ of the Department.

REPORT No. 9.—Report of all Cases occurring within the nine months ended 30th June, 1864, of the abstraction or loss of Letters containing Money, sent through the Post in Canada, &c.—Concluded.

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
Jas. Porter.....	Sarnia.....	1864, 11th April.	\$ 3 00	Jas. R. Porter.....	Rockwood.....	Not received by person addressed..... Only \$30 stated to have been received.....	Not.....	No trace, owing to want of regist'n.
M. Sevigny.....	Sto. Gertrude.....	do do	50 00	Jos. Sevigny.....	Stanford.....	do	Registered	No evidence to account for alleged discrepancy.
Rev. A. A. Von Inland.....	Poitouf.....	12th do	22 00	Mrs. Mears.....	Jemoxville.....	Not received by person addressed.....	Not.....	No trace, owing to want of regist'n.
Miss Leonard.....	Thoreld.....	27th do	12 00	Mrs. Forbes.....	Toronto.....	do	Not.....	do
	Williamstown.....	30th do	12 00	Jas. Macpherson.....	Forest.....	do	Registered	do
J. McCutcheon.....	Acton.....	2nd May	52 00	A. Watson.....	Dundas.....	do	Not.....	A Railway Mail Clerk having failed to continue the registration of this letter, made good its contents.
V. Laperche.....	St. Valérien.....	4th do	10 00	F. Bertrand.....	Port Huron, U.S.....	do	Not.....	Letter posted for regist'n, but its regist'n having been overlooked in Acton P.O., the P.M. made good the contents.
Halestead & Scott.....	Listowell.....	5th do	159 25	McMillan & Carson.....	Montreal.....	Only \$154.25 stated to have been received.....	Registered	The P.M. of St. Valérien having omitted to register this letter, although posted for that purpose, was instructed to make good its contents.
J. Hatch.....	Toronto.....	17th do	10 00	Mrs. J. Hatch.....	Woodstock.....	Not received by person addressed.....	Not.....	No trace, owing to want of regist'n.
W. J. Walsh.....	Hagersville.....	20th do	1 00	"Leader" Office.....	Toronto.....	do	Not.....	Letter posted for registration, but its registration having been overlooked in the Hagersville P. O., the P.M. made good the contents.
Thos. Corby.....	Lavender.....	28th do	8 00	Ralph Foster.....	Caladen.....	Only \$3 stated to have been received.....	Registered	Contents of these letters supposed to have been abstracted by an assistant in the Slayner post office. The Postmaster of Slayner held responsible for the loss, and the assistant prosecuted for the offence.
G. Wats.....	Creemore.....	14th June.	9 00	G. M. Wats.....	Whittington.....	Only \$5 stated to have been received.....	Registered	
J. Young.....	Clarksburg.....	24th do	5 00	Wm. Young.....	Lavender.....	Contents stated to have been abstracted.....	Registered	
J. G. Martin.....	Creemore.....	28th do	11 00	Robt. Simpson.....	Barris.....	Only \$4 stated to have been received.....	Registered	
do	do	do do	16 00	A. Souter.....	Newmarket.....	Only \$8 stated to have been received.....	Registered	

150

Hon. J. J. C. Abbott.....	Leg. Ass'y P. O.	4th do	100 00	S. W. Dorman.....	Montreal.....	Not received by person addressed.....	Not.....	No trace, owing to want of regist'n.
Rev. E. Langevin.....	Quebec.....	10th do	55 00	Rév. Père F. Xavier, care of Rev. Mr. Rousseau.....	St. Malachy, East Frampton.....	do	Registered	Mail package stated by the Postmaster of Quebec to have contained this letter, is stated by the Postmaster of East Frampton not to have reached his office. Enquiry unsuccessful.
F. J. Logie.....	do	18th do	27 00 and a Draft.....	Simpson & Bethune.....	Montreal.....	do	Not.....	No trace, owing to want of regist'n.
John Davidson.....	Toronto.....	18th do	12 00	Jas. Davidson.....	Ashton.....	do	Registered	Mail package in which this letter is stated by the Postmaster of Perth to have been continued, is stated by the Postmaster of Ashton not to have reached his office. Enquiry unsuccessful.
Jas. Marshall.....	Janetville.....	7th do	1 00	Jas. Beatty.....	Toronto.....	do	Registered	The Postmaster of Bethany having neglected to continue the registration of this letter, made good its contents.
E. J. Willox.....	Oshawa.....	13th do	16 00	A. S. Irving.....	do	do	Not.....	No trace, owing to want of regist'n.
R. McDonald.....	Listowell.....	20th do	30 00	W. B. Ross.....	do	Only \$20 stated to have been received.....	Registered	No evidence to account for alleged discrepancy.

RECAPITULATION.

Letters stated not to have reached their destination in the Mails in which they were or should have been sent.....	Reg'd.	Unreg'd.
In mails stated to have failed altogether to reach their destination, were included Letters to the number of.....	7	49
Cases of alleged abstraction of contents, or portions of contents, of Letters, without evidence to establish where loss occurred.....	11	3
Cases in which Letters have been lost, embezzled, or miscarried in Post Office, contents being made good by persons in fault, leaving two cases in which it was impossible to fix the responsibility.....	26	9
Total.....	1	62

WILLIAM WHITE,
Secretary.

O. MOWAT,
Postmaster General.

REPORT No. 10.

SHewing the Money Order Offices in operation for the nine months ending 30th June, 1864; the County wherein each Office is situated; the Number and Amount of Orders issued and paid; the Amount of Commission arising thereupon at each Office respectively, and the proportion allowed as Compensation to the Postmaster.

Money Order Office.	County.	No. of Orders issued.	Amount of Orders issued.	Total Commission received.	No. of Orders paid.	Amount of Orders paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Acton Vale.....	Bagot.....	2	53 00	0 35	1	5 00	0 12
Adelaide.....	Middlesex.....	8	275 38	1 75	2	22 00	0 68
Albion.....	Peel.....	43	2596 52	14 20	13	674 91	6 48
Alexandria.....	Glengarry.....	1	16 00	0 10	3	250 00	0 04
Almonte.....	Lanark.....	45	2113 55	11 80	10	309 60	5 27
Amherstburg.....	Essex.....	151	7912 98	43 05	26	1267 86	19 77
Angus.....	Simcoe.....	7	358 50	1 90	4	93 01	0 69
Arkona.....	Lambton.....	104	8323 06	42 60	14	543 13	20 80
Arnprior.....	Renfrew.....	8	156 91	1 15	7	128 97	0 39
Artemesia.....	Grey.....	16	329 18	2 10	15	744 01	0 82
Arthur.....	Wellington.....	42	1339 68	8 01	11	292 70	3 34
Athlone.....	Simcoe.....	2	43 75	0 40			0 11
Aultsville.....	Stormont.....	29	1317 14	7 00			3 28
Aurora.....	York.....	74	2483 54	14 40	23	859 96	6 20
Aylmer, C.E.....	Ottawa.....	14	525 11	3 15	11	151 68	6 71
Aylmer, C. W.....	Elgin.....	61	2323 04	13 35	19	891 43	5 79
Ayr.....	Waterloo.....	97	3580 00	20 80	37	1187 52	8 94
Barrie.....	Simcoe.....	116	3823 85	24 30	133	4343 62	9 57
Eath.....	Addington.....	199	11902 83	65 10	20	973 90	29 74
Bayfield.....	Huron.....	269	10483 82	59 00	17	487 32	25 20
Beachville.....	Oxford.....	26	571 53	3 30	9	488 46	1 41
Beausville.....	Lincoln.....	47	1811 62	10 20	123	1127 18	4 52
Beauharnois.....	Beauharnois.....	8	400 70	1 50	5	181 20	1 00
Beaverton.....	Ontario.....	20	872 70	4 90	22	1219 58	2 17
Bell Ewart.....	Simcoe.....	10	212 55	1 25	4	69 50	0 53
Belleville.....	Hastings.....	221	5161 53	32 65	148	5696 11	12 89
Bestinck.....	Grey.....	271	13623 23	74 85	90	4838 97	34 04
Berlin.....	Waterloo.....	136	3716 41	22 85	76	2473 71	9 27
Berthier (en haut).....	Berthier.....	93	3362 50	19 65	14	534 58	8 40
Elyth.....	Huron.....	50	2972 55	15 65	10	497 51	7 41
Bobcaygeon.....	Victoria.....	95	3784 20	20 85	13	592 93	9 45
Bond Head.....	Simcoe.....	18	999 72	5 50	4	122 37	2 49
Bothwell.....	Kent.....	6	252 20	1 50	14	559 12	0 63
Bowmanville.....	Durham.....	92	2427 38	14 45	55	1741 32	6 08
Bradford.....	Simcoe.....	58	2010 12	12 20	22	812 94	5 01
Erampton.....	Peel.....	82	3949 60	21 85	80	3343 30	9 87
Brantford.....	Brant.....	210	4925 13	31 05	221	7611 69	12 31
Brighton.....	Northumberland.....	12	664 97	3 70	10	261 35	1 66
Brockville.....	Leeds.....	57	1815 79	10 40	209	11792 23	4 53
Brooklin.....	Ontario.....	24	729 34	4 60	9	329 00	1 21
Barford.....	Brant.....	59	2005 68	12 15	9	296 38	5 00
Carleton Place.....	Lanark.....	51	2163 75	11 70	20	856 07	5 40
Cayuga.....	Haldimand.....	184	8408 66	46 20	32	569 29	21 01
Chambly.....	Chambly.....	80	2576 26	15 10	9	144 84	6 43
Chatham, C. W.....	Kent.....	240	5566 67	35 65	110	3509 41	13 91
Chippawa.....	Welland.....	142	4733 46	27 55	99	4753 98	11 83
Clearville.....	Kent.....	51	1523 07	9 15	3	136 18	3 80
Clifton.....	Welland.....	72	2289 92	14 30	44	1356 84	5 71
Clinton.....	Huron.....	194	6731 67	40 05	66	2990 36	16 81
Coaticook.....	Stanstead.....	5	75 88	0 55	5	63 89	0 18
Cobourg.....	Northumberland.....	152	5129 92	31 00	123	4683 15	12 82
Colborne.....	Northumberland.....	106	2890 53	17 80	17	456 34	7 22
Collingwood.....	Simcoe.....	170	7477 80	41 20	43	1638 79	18 68
Comber.....	Essex.....	1			1	82 00	
Compton.....	Compton.....	26	1573 29	8 55	8	117 18	3 93
Cookstown.....	Simcoe.....	87	5640 03	30 30	6	181 71	14 09

REPORT No. 10.—Shewing the Money Order Offices in operation, for the nine months ending 30th June, 1864.—Continued.

Money Order Office.	County.	No. of Orders issued.	Amount of Orders issued.	Total Commission received.	No. of Orders paid.	Amount of Orders paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Cooksville	Peel				4	81 77	
Cornwall	Stormont	205	12155 49	64 62	58	2225 01	30 38
Cowanville	Missisquoi				5	75 75	
Craighurst	Simcoe	34	2357 28	12 50	3	62 11	5 88
Credit	Peel	6	130 16	0 95	2	17 96	0 32
Danville	Richmond	8	480 15	2 70	18	320 73	1 19
Delhi	Norfolk	30	321 31	2 65	3	65 94	0 79
Dereham	Oxford	199	6896 00	39 60	10	424 98	17 23
Dickinson's Landing.	Stormont	9	333 53	1 50	6	65 19	0 82
Dingle	Huron	60	2280 77	13 05	56	3230 73	5 68
Drombo	Oxford	58	2099 92	12 60	7	236 00	5 24
Drummondville, C.W.	Welland	22	1064 74	6 00	25	905 15	2 65
Dundas	Wentworth	84	2285 82	14 10	124	5067 72	5 70
Dunnville	Haldimand	69	2521 82	14 35	51	1004 10	6 29
Elora	Wellington	134	4086 24	24 35	73	2298 83	10 20
Embrow	Oxford	89	2317 24	14 40	16	338 64	5 79
Erin	Wellington	27	1567 83	8 55	6	358 99	3 91
Etobicoke	York	12	403 08	2 40	8	417 30	1 00
Exeter	Huron	98	5156 56	23 20	26	1302 30	12 88
Fergus	Wellington	117	5983 88	33 85	34	1390 17	14 95
Fingal	Elgin	70	3357 85	18 85	18	565 91	8 58
Forest	Lambton	41	1482 22	8 65	1	50 00	3 69
Fort Erie	Welland	76	1518 02	9 80	46	1279 01	3 78
Galt	Waterloo	103	2461 57	15 45	173	5734 87	6 13
Gananoque	Leeds	128	6999 15	37 45	22	584 73	17 48
Georgetown	Halton	170	7224 60	41 05	67	1798 91	18 04
Georgina	York	30	729 49	4 70	7	315 58	1 81
Glenallan	Wellington	108	2180 27	14 55	5	345 00	5 43
Goderich	Huron	258	11122 94	62 85	231	7865 55	27 79
Grafton	Northumberland.	26	1055 57	6 00	7	304 36	2 62
Granby	Shefford	7	136 00	0 90	4	115 63	0 34
Grenville	Argenteuil	10	590 34	3 20	2	36 00	1 47
Grimsbay	Lincoln	39	1811 13	10 00	13	399 69	4 51
Guelph	Wellington	262	7479 73	46 30	286	8868 04	18 68
Hamilton	Wentworth	420	10324 13	66 40	1934	80675 81	
Harpurhey	Huron	90	3387 59	20 45	21	930 18	8 96
Harriston	Wellington	34	1747 01	9 60	9	472 70	4 35
Hastings	Peterboro'	13	710 79	4 05	2	150 00	1 76
Hatley	Stanstead	29	1189 51	6 45			2 95
Hawkesbury	Prescott	32	581 89	3 85	2	129 81	1 44
Hespeler	Waterloo	10	306 72	1 50	3	31 00	0 75
Holland Landing	York	7	323 50	1 70	6	126 98	0 80
Huntingdon	Huntingdon	24	672 92	3 95	10	142 05	1 67
Indiana	Haldimand	38	1886 32	10 40	9	732 00	4 70
Ingersoll	Oxford	121	3199 10	19 35	118	4737 14	7 98
Inverhuron	Bruce	16	461 82	2 75	13	332 00	1 15
Invermay	Bruce	23	755 74	4 30	8	591 17	1 88
Iroquois	Dundas	16	580 45	3 50	12	424 70	1 44
Jarvis	Haldimand	41	1642 31	9 45	6	325 45	4 09
Joliette	Joliette	18	1086 13	5 60	8	472 47	2 70
Kamouraska	Kamouraska	91	4766 76	26 00	1	7 00	11 91
Keene	Peterboro'	114	2800 05	17 40	4	133 50	6 98
Kemptville	Grenville	33	1206 14	7 35	19	595 56	3 00
Kincairdine	Bruce	85	3525 09	20 25	84	3943 83	8 80
Kingston	Frontenac	252	5607 79	35 20	465	18539 73	
Kingsville	Essex	20	620 82	3 70	2	104 72	1 54
L'Assomption	L'Assomption	1	50 00	0 30	2	62 65	0 12
L'Orignal	Prescott	93	4252 46	24 00	7	130 03	10 62
Lachine	Jacques Cartier	3	112 14	0 70	1	25 00	0 27
Lachute	Argenteuil	11	271 95	1 45	11	444 06	0 66
Lacolle	St. Johns	6	276 44	1 60	6	235 98	0 68
Lanark	Lanark	70	3621 59	19 90	3	133 38	9 04
Laprairie	Laprairie	7	820 29	1 85	7	195 60	0 80

REPORT No. 10.—Shewing the Money Order Offices in operation for the nine months ending 30th June, 1864.—Continued.

Money Order Office.	County.	No. of Orders issued.	Amount of Orders issued	Commiss'n received.	No. of Orders paid.	Amount of Orders paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Leeds	Megantic	47	2320 05	12 35	12	376 27	5 82
Lennoxville	Richmond	78	2003 05	15 80	56	1550 23	4 99
Lindsay	Victoria	128	2108 50	24 80	69	2247 93	10 25
Listowel	Perth	80	3431 93	18 10	22	1326 70	8 57
Lloydtown	York	21	921 61	4 95	12	619 32	2 29
London	Middlesex	508	16189 46	96 50	1218	37644 21	
Longneuil	Chamblay	5	264 38	1 40	2	200 00	0 66
Loughboro'	Frontenac	16	236 68	1 65			0 58
Lucan	Huron	133	7044 95	38 70	10	442 45	17 60
Lyn	Leeds	47	1501 28	9 35	34	1789 05	3 97
Madoc	Hastings	136	6538 71	36 35	4	34 51	16 38
Manilla	Victoria	30	1791 53	9 60	8	514 95	4 46
Markham	York	41	2028 56	11 40	29	1024 68	5 07
Melbourne	Richmond	55	2643 29	14 70	22	606 21	0 60
Merrickville	Granville	63	3957 07	21 70	23	833 04	9 59
Millbank	Perth	4	197 08	1 10	5	154 25	0 49
Mill Brook	Durham	147	7853 11	42 85	13	439 38	19 62
Milton, C.W.	Halton	296	21219 36	111 50	51	1616 68	53 04
Mitchell	Perth	218	12013 53	65 95	45	2360 17	30 03
Mono Mills	Simcoe	2	46 87	0 30	2	74 00	
Montmagny	Montmagny	12	528 60	3 10	5	79 40	1 31
Montreal	Hochelaga	742	18889 86	116 20	3944	190764 06	
Moore	Lambton	31	1570 58	8 90	2	87 66	3 91
Morpeth	Kent	65	1965 88	11 90	10	386 91	4 91
Marrisburgh	Dundas	26	1270 91	7 30	19	506 28	3 17
Mount Brydges	Middlesex	66	3354 08	19 40	9	463 54	8 87
Mount Forest	Grey	121	2700 97	17 10	61	2568 40	6 74
Mount Vernon	Brant	19	653 47	3 75	1	42 00	1 62
Nairn	Middlesex	114	7182 66	38 55	5	235 87	17 95
Napanee	Lennox	45	1367 82	7 80	23	593 95	2 42
Napierville	Napierville	4	102 15	0 60	10	340 44	0 25
Nassagwiweya	Halton	27	1140 45	7 35	8	335 39	2 55
Newboro'	Leeds	29	1075 16	6 40	8	471 26	2 68
Newburg	Addington	100	4775 20	26 80	8	196 05	11 93
Newbury	Middlesex	53	2151 17	12 45	12	549 74	5 37
Newcastle	Durham	67	1965 40	11 70	42	1411 43	4 90
New Hamburg	Waterloo	11	183 17	1 10	13	688 44	0 45
Newmarket	York	135	5783 78	32 10	37	907 81	14 45
Niagara	Lincoln	169	5998 57	35 10	74	2330 34	14 99
Nicolet	Nicolet	34	1366 10	6 70	7	421 27	3 40
North Port	Prince Edward	3	67 12	0 60	1	4 00	0 17
Norwich	Oxford	130	5924 96	34 20	21	704 02	14 81
Norwood	Peterboro'	11	372 27	2 20	3	66 00	0 93
Oakland	Brant	22	815 03	5 10	4	134 59	2 03
Oakville	Halton	130	3802 60	22 55	49	1239 23	9 50
Odessa	Addington	21	638 94	4 10	2	150 00	1 59
Oil Springs	Lambton	82	4230 02	23 20	18	724 70	10 57
Omenace	Victoria	3	107 50	0 55	8	123 20	0 27
Orangeville	Wellington	95	5493 36	29 20	17	426 22	13 72
Orillia	Simcoe	431	20130 39	112 40	50	2264 93	50 32
Oroon	Durham	26	1228 59	6 95	3	158 00	3 06
Oshawa	Ontario	64	3179 27	17 90	81	3748 79	7 94
Ottawa	Carleton	209	5677 96	33 90	141	4798 75	14 19
Oterville	Oxford	104	6173 69	33 55	8	131 90	15 43
Owen Sound	Grey	161	3713 76	22 70	212	8405 99	9 27
Paisley	Bruce	87	3880 54	21 90	54	3290 08	9 71
Pakenham	Lanark	42	1748 82	9 65	5	210 05	4 86
Palermo	Halton	8	196 30	1 25	13	572 73	0 48
Paris	Brant	99	2684 31	16 50	96	2897 32	6 70
Pembroke	Renfrew	22	886 83	5 10	16	676 82	2 22
Pentanguishene	Simcoe	19	1187 43	6 15	29	1018 65	2 96
Perth	Lanark	61	2136 88	12 30	61	2545 04	5 33
Peterboro'	Peterboro'	20	480 92	4 50	74	2181 00	1 20
Philipsburg	Missisquoi	31	2132 00	11 50	4	153 43	5 33
Pickering	Ontario	22	880 68	5 05	16	480 09	2 22

REPORT No. 10.—Shewing the Money Order Offices in operation for the nine months ending 30th June, 1864.—Continued.

Money Order Office.	County.	No. of Orders issued.	Amount of Orders issued.	Total Commission received.	No. of Orders paid.	Amount of Orders paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Pictou	Prince Edward...	132	3260 91	20 70	73	2495 30	8 15
Pike River.....	Missisquoi.....	11	740 10	3 85	2	79 00	1 84
Portage du Fort.....	Pontiac.....	57	2520 39	14 60	1	50 00	6 32
Port Burwell.....	Elgin.....	22	1445 79	7 75	2	150 00	3 61
Port Colborne.....	Welland.....	25	691 87	4 45	19	599 24	1 72
Port Dalhousie.....	Lincoln.....	25	924 44	5 35	9	309 29	2 30
Port Dover.....	Norfolk.....	163	6305 35	36 65	19	490 21	15 75
Port Hope.....	Durham.....	103	2951 20	17 55	97	3061 03	7 37
Port Robinson.....	Welland.....	98	6667 28	35 60	16	413 22	16 67
Port Rowan.....	Norfolk.....	59	2768 04	15 55	19	616 02	6 92
Port Stanley.....	Elgin.....	27	1414 03	7 55	11	179 32	3 53
Prescott.....	Grenville.....	107	3902 67	22 65	88	3143 42	9 75
Preston.....	Waterloo.....	21	763 83	4 40	22	559 34	1 90
Prince Albert.....	Ontario.....	1	39 49	0 20	3	102 00	0 10
Quebec.....	Quebec.....	503	12981 19	79 20	712	26650 60	.....
Renfrew.....	Renfrew.....	52	3013 35	16 25	10	308 56	7 41
Richmond Hill.....	York.....	65	2429 62	13 85	27	1009 45	6 07
Rimouski.....	Rimouski.....	112	5554 14	29 85	12	544 13	13 38
Rivière du Loup.....	Temiscouata.....	5	218 00	1 15	3	94 60	0 54
St. André, C.E.....	Argenteuil.....	14	324 26	2 00	25	940 39	0 80
Ste. Anne la Poca- tière.....	Kamouraska.....	.....	.....	.....	8	328 72	.....
St. Catharines, C. W.....	Lincoln.....	149	4218 92	55 85	258	7732 56	10 54
St. Eustache.....	Two Mountains.....	14	306 23	1 80	1	5 50	0 76
St. George Brant.....	Brant.....	21	501 57	2 95	10	321 59	1 24
St. Hyacinthe.....	St. Hyacinthe.....	8	324 01	1 90	40	677 99	0 80
St. Johns, C. E.....	St. Johns.....	49	1391 05	8 30	26	488 39	3 47
St. Marys, Blanshard.....	Perth.....	129	5434 49	31 15	76	3162 26	13 57
St. Rémi.....	Napierville.....	46	1284 21	7 65	.....	.....	3 20
Ste. Scholastique.....	Two Mountains.....	7	418 55	2 40	1	3 00	1 04
Ste. Thérèse de Blain- ville.....	Terrebonne.....	.....	.....	.....	3	49 50	.....
St. Thomas.....	Elgin.....	32	1775 24	10 90	56	1359 69	4 43
St. Vincent.....	Grey.....	159	6374 53	35 55	30	1207 40	15 92
Sandwich.....	Essex.....	23	448 11	2 90	17	556 75	1 11
Sarnia.....	Lambton.....	174	4806 32	29 05	193	6120 88	12 01
Saugeen.....	Bruce.....	61	2335 89	13 81	68	3486 90	6 83
Scotland.....	Brant.....	33	1999 21	10 70	.....	.....	4 99
Seaforth.....	Huron.....	71	2269 89	13 50	11	413 25	5 66
Seneca.....	Haldimand.....	185	9466 01	52 00	22	879 34	23 67
Shakspere.....	Perth.....	73	2044 30	12 40	11	442 50	5 10
Shannonville.....	Hastings.....	12	387 00	2 35	4	118 19	0 96
Sharon.....	York.....	13	249 86	1 35	5	182 20	0 62
Sherbrooke.....	Richmond.....	58	1149 61	7 65	55	1929 65	2 86
Simcoe.....	Norfolk.....	196	4849 16	31 55	96	3129 84	12 12
Smith's Falls.....	Lanark.....	343	27286 84	139 70	13	433 50	68 21
Smithville.....	Lincoln.....	17	893 13	4 85	14	974 98	2 23
Sorel.....	Richelieu.....	74	2947 12	17 10	19	420 67	7 36
South Quebec.....	Lévis.....	2	20 51	0 15	2	8 25	0 04
Sparta.....	Elgin.....	16	741 29	4 05	5	145 37	1 85
Stanstead.....	Stanstead.....	52	1726 64	10 80	15	305 00	4 31
Stayner.....	Simcoe.....	19	613 27	3 55	7	313 43	1 52
Stirling.....	Hastings.....	36	1814 45	10 40	12	228 64	4 53
Stoney Creek.....	Wentworth.....	17	414 64	2 65	5	844 66	1 03
Stouffville.....	York.....	15	574 06	3 05	4	222 55	1 43
Strabane.....	Wentworth.....	62	2659 57	14 95	2	89 08	6 65
Stratford.....	Perth.....	212	7728 39	45 45	141	3819 53	19 31
Strathroy.....	Middlesex.....	54	1719 74	10 10	38	1147 80	4 29
Streetsville.....	Peel.....	36	1436 18	8 35	20	763 86	8 58
Sylvan.....	Middlesex.....	103	2583 66	15 45	5	195 17	6 45
Terrebonne.....	Terrebonne.....	2	52 00	0 30	1	8 82	0 13
Thamesville.....	Kent.....	71	1608 39	9 85	9	463 64	3 85
Thornhill.....	York.....	17	843 51	4 65	14	466 90	2 10
Thorold.....	Welland.....	72	2709 09	15 65	34	1325 27	6 76
Three Rivers.....	St. Maurice.....	58	1660 98	10 15	42	821 40	4 14

REPORT No. 10.—Shewing the Money Order Offices in operation for the nine months ending 30th June, 1864.—*Concluded.*

Money Order Office.	County.	No. of Orders issued.	Amount of Orders issued.	Total Commiss'n received.	No. of Orders paid.	Amount of Orders paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Toronto	York	939	29783 55	176 85	5001	172463 04	.....
Trenton	Hastings.....	35	1691 97	9 80	19	715 64	4 22
Tullamore	Peel.....	5	216 22	1 30	2	20 70	0 53
Uxbridge	Ontario	153	8312 90	48 35	9	326 44	22 03
Vankeleekbill.....	Prescott	11	820 00	4 25	2	110 00	2 05
Vienna	Elgin.....	119	4751 79	27 00	23	1266 93	11 86
Vittoria	Norfolk.....	81	1545 89	10 60	22	1197 13	3 85
Walkerton.....	Bruce	87	3345 36	19 35	54	2946 04	8 36
Wallaceburg	Kent	3	128 78	0 90	2	70 00	0 32
Wardsville	Middlesex.....	76	2687 90	15 40	13	269 75	0 71
Warkworth	Northumberland..	24	1568 70	8 50	2	17 72	3 91
Warwick, C. W.....	Lambton.....	20	725 26	4 20	11	297 02	1 80
Waterdown	Wentworth.....	17	231 60	1 50	13	205 10	0 58
Waterford	Norfolk.....	79	3420 72	18 90	21	1092 33	8 54
Waterloo, C. E.....	Sheffield	10	203 01	1 40	13	331 34	0 51
Waterloo, C. W.....	Waterloo.....	31	973 61	6 05	31	1626 54	2 43
Welland	Welland.....	43	2255 39	12 00	47	1423 74	5 62
Wellesley	Waterloo.....	6	327 48	2 00	2	48 00	0 81
Wellington Square.....	Halton.....	50	2585 73	14 45	11	407 77	6 46
West Flamboro'.....	Wentworth.....	9	461 70	2 55	3	71 14	1 15
Weston	York.....	35	1517 88	8 80	23	886 76	3 78
Whitby	Ontario	69	2163 75	12 80	80	3332 93	5 40
Widder Station.....	Lambton.....	22	997 82	5 80	7	182 59	2 49
Williams.....	Middlesex.....	23	1111 66	6 00	2	39 25	2 77
Windsor, C. W.....	Essex	144	4130 49	25 10	91	4059 57	10 30
Woodbridge	York.....	20	872 52	5 10	21	570 83	2 18
Woodstock	Oxford.....	161	4800 64	29 45	85	6626 26	11 99
Wroxeter	Huron.....	189	6777 59	40 10	80	5328 36	16 94
Wyoming	Lambton.....	22	885 84	5 00	15	695 79	2 20
York	Haldimand.....	31	1471 70	8 05	15	437 86	3 68
		21533	\$330488 91	\$4763 73	21493	\$830323 13	\$1844 56

O. MOWAT,
Postmaster General.

P. LESUEUR,
Superintendent.

REPORT No. 11.

SHEWING the Annual Cost of the Money Order System, specifying in detail the Disbursements for Salaries, Advertising, Printing, Stationery, and every other item of expenditure, for the nine months ended 30th June, 1864.

(The Fiscal Year having been made to terminate on 30th June, instead of, as formerly, on 30th September, this Statement embraces the expenditure for nine months only).

Name.	Particulars.	Amount.
SALARIES.		\$ cts.
Peter LeSueur.....	Superintendent, at \$2,200 per annum.....	1,650 00
Peter Holt.....	1st Class Clerk, at 1,240 do	930 00
C. R. Mackenzie.....	2nd do at 1,060 do	795 00
John Brophy.....	2nd do at 940 do	705 00
George J. Mason	2nd do at 900 do	675 00
William Berry.....	4th do at 500 do	375 00
T. J. Holloway.....	4th do from 1st Oct., 1863, to 31st May, 1864, at \$500 per annum	333 34
Joseph Wilson.....	4th do at \$500 per annum.....	375 00
CONTINGENCIES.		
J. & S. Blackburn.....	Printing.....	922 53
Middleton & Dawson.....	Stationery, Printing and Binding.....	517 69
A. Mortimer.....	Binding.....	155 00
A. Dredge.....	do	87 55
Provincial Insurance Co.....	Rent for late Inspector's Office.....	95 00
Montreal Telegraph Co.....	Messages transmitted.....	7 02
Hartigan and others.....	Sundries.....	14 16
		\$7,637 29
Cb.		
Rent received from late Inspector's Office at Toronto		54 80
		\$7,582 49

O. MOWAT,

Postmaster General.

P. LESUEUR,

Superintendent.

REPORT No. 12.

SHewing the Names of the additional Money Order Offices opened, and of such Money Order Offices as may have been closed within the nine months ending the 30th June, 1864.

Name.	County.	Date of going into operation.
Athlone	Simcoe	1864. 1st April.

REPORT No. 12.—Shewing the names of the Money Order Offices closed.

None closed.

O. MOWAT,
Postmaster General.

P. LESUEUR,
Superintendent.

REPORT No. 13.

SHewing the Losses, if any, sustained in conducting the System, and how incurred.

No losses have been sustained during the nine months ended the 30th June, 1864.

O. MOWAT,
Postmaster General.

P. LESUEUR,
Superintendent.

REPORT No. 14.

SHewing the Number of Money Orders issued in Canada on the United Kingdom, during the nine months ending the 30th June, 1864; the Value of such Orders in Provincial Currency, the Commissions received thereon, the Number of Money Orders paid in Canada drawn by Money Order Offices in the United Kingdom, and the Commissions allowed to Postmasters in Canada, viz: $\frac{1}{2}$ of one per cent. on the total amount of Money Orders issued and paid.

Money Order Office.	County.	No. of Orders issued.	Amount of Orders issued		Commiss'n received.	No. of Orders paid.	Amount of Orders paid.		Commission allowed to Postmasters.
			\$	cts.			\$	cts.	
Actoa Vale.....	Bagot.....	4	136	91	3 00			0 34	
Adelaide.....	Middlesex.....	8	112	47	2 75	1	43 66	0 39	
Albion.....	Peel.....	31	818	49	19 25			2 04	
Alexandria.....	Glengarry.....					1	4 89	0 01	
Almonte.....	Lanark.....	38	1318	33	29 50	2	30 82	6 08	
Amherstburg.....	Essex.....	21	261	87	7 50	1	24 33	0 70	
Angus.....	Simcoe.....	5	96	01	2 25	2	58 39	0 33	
Arkona.....	Lambton.....	10	117	84	3 25			0 29	
Arnprior.....	Renfrew.....	5	112	47	2 50			0 27	
Artemesia.....	Grey.....	3	61	12	1 50			0 14	
Arthur.....	Wellington.....	6	58	02	2 50	2	53 53	0 34	
Athlone.....	Simcoe.....	5	190	71	4 00			0 47	
Aultsville.....	Stormont.....					1	9 73	0 02	
Aurora.....	York.....	11	81	65	3 00	3	58 40	0 34	
Aylmer, C. E.....	Ottawa.....	13	273	84	6 75	9	194 66	1 16	
Aylmer, C. W.....	Elgin.....	8	125	93	3 50	3	31 07	0 39	
Ayr.....	Waterloo.....	18	364	61	9 25	5	93 21	1 14	
Barrie.....	Simcoe.....	37	587	09	15 75	12	275 72	2 14	
Bath.....	Addington.....	4	69	43	2 25			0 17	
Bayfield.....	Huron.....	18	253	52	7 00	4	190 76	1 10	
Beachville.....	Oxford.....	4	34	23	1 00	1	42 89	0 19	
Beamsville.....	Lincoln.....	7	161	84	4 00	7	121 65	0 69	
Beauharnois.....	Beauharnois.....	1	34	22	0 75			0 03	
Beaverton.....	Ontario.....	2	53	79	1 50	1	24 33	0 18	
Bell Ewart.....	Simcoe.....	3	24	45	0 75	3	111 92	0 34	
Belleville.....	Hastings.....	144	2364	82	64 75	20	439 66	7 00	
Bentineck.....	Grey.....	26	725	32	16 25	27	679 45	3 50	
Berlin.....	Waterloo.....	17	419	03	10 25	1	48 66	1 18	
Berthier (en haut).....	Berthier.....	1	30	89	0 75			0 07	
Blyth.....	Huron.....	1	19	56	0 50	1	24 33	0 11	
Boboygeon.....	Victoria.....	7	183	37	4 25	13	436 86	1 59	
Bond Head.....	Simcoe.....	18	364	52	9 00	3	30 41	0 97	
Bothwell.....	Kent.....	15	310	51	7 25	5	69 35	0 94	
Bowmanville.....	Durham.....	55	1063	50	25 75	16	256 89	3 29	
Bradford.....	Simcoe.....	23	418	57	10 75	3	22 38	1 09	
Brampton.....	Peel.....	57	1037	38	26 25	5	90 03	2 81	
Brantford.....	Brant.....	96	1659	03	41 50	24	288 17	4 61	
Brighton.....	Northumberland.....	2	29	34	0 75	1	9 73	0 09	
Brockville.....	Leeds.....	77	1450	52	37 50	23	344 14	4 48	
Brooklin.....	Ontario.....	18	408	88	10 25			1 02	
Burford.....	Brant.....								
Carleton Place.....	Lanark.....	5	80	81	2 00			0 19	
Cayuga.....	Haldimand.....	8	90	48	3 00	1	48 66	0 23	
Chambly.....	Chambly.....	25	391	27	10 75	4	60 82	1 11	
Chatham, C. W.....	Kent.....	77	1230	11	32 75	15	361 78	3 97	
Chippawa.....	Welland.....	8	149	14	3 50	4	111 92	0 64	
Clearville.....	Kent.....	4	92	39	2 25			0 23	
Clifton.....	Welland.....	55	837	02	22 75	7	155 71	2 47	
Clinton.....	Huron.....	47	778	45	21 25	12	219 46	2 48	
Coastcook.....	Stanstead.....								
Cobourg.....	Northumberland.....	101	1458	45	41 00	17	343 07	4 49	
Colborne.....	Northumberland.....	10	146	24	3 75			0 28	
Collingwood.....	Simcoe.....	41	604	18	17 00	11	285 16	2 21	
Comber.....	Essex.....								
Compton.....	Compton.....	4	68	01	2 25			0 21	
Cookstown.....	Simcoe.....	22	377	62	10 00	1	9 73	0 96	

REPORT No. 14.—Shewing the Number of Money Orders issued in Canada on the United Kingdom, for the nine months ending 30th June, 1864.—Continued.

Money Order Office.	County.	No. of Orders issued.	Amount of Orders issued.		Commiss'n received.	No. of Orders paid.	Amount of Orders paid.		Commission allowed to Postmasters.
			\$	cts.			\$	cts.		$	cts.
Cooksville	Peel	4	98	05	2 25	1	9	73	0 26
Cornwall	Stormont	22	350	03	9 25	5	58	39	1 01
Cowansville	Missisquoi								
Craighurst	Simcoe	2	28	38	0 75	1	24	33	0 13
Credit	Peel								
Danville	Richmond	5	117	35	2 75				0 29
Delhi	Norfolk								
Dereham	Oxford	4	46	45	1 25	5	116	66	0 40
Dickinson's Landing	Stormont	4	132	01	3 00	1	16	67	0 36
Dingle	Huron	4	56	89	1 75	5	138	44	0 48
Drumbo	Oxford	3	24	45	0 75	1	4	87	0 06
Drummondville, C.W.	Welland	12	159	83	4 75	2	42	34	0 40
Dundas	Wentworth	58	926	76	25 50	17	457	91	3 44
Dunnville	Haldimand	32	603	92	15 25				1 50
Elora	Wellington	45	710	29	18 75	7	126	52	2 08
Embroy	Oxford	9	237	16	5 50				0 58
Erin	Wellington	8	146	70	3 75	6	175	19	0 80
Etiobicoke	York	8	121	03	3 75				0 29
Exeter	Huron	15	166	74	5 50	3	50	61	0 53
Fergus	Wellington	24	520	54	12 50	10	176	40	1 73
Fingal	Elgin	10	308	07	7 00				0 76
Forest	Lambton	3	63	57	1 50	1	48	66	0 27
Fort Erie	Welland	13	237	20	5 75	3	38	93	0 66
Galt	Waterloo	124	2495	59	64 00	15	325	10	7 05
Gananoque	Leeds	5	88	12	2 50	3	38	93	0 31
Georgetown	Halton	32	597	06	15 25	2	37	63	1 57
Georgina	York					10	252	23	0 69
Glenalla	Wellington	11	317	83	7 00				0 78
Goderich	Huron	83	1697	89	42 50	25	950	36	6 61
Grafton	Northumberland	21	596	70	13 50	1	4	87	1 49
Granby	Sheffield	2	21	64	0 75	2	14	60	0 08
Grenville	Argenteuil	7	168	95	4 00				0 41
Grimsbey	Lincoln	7	195	59	4 50	6	59	50	0 70
Guelph	Wellington	144	2264	76	63 00	48	881	01	7 85
Hamilton	Wentworth	774	11679	54	323 75	136	2149	35	
Harpurhey	Huron	30	621	70	15 50	3	19	47	1 59
Harriston	Wellington	1	7	33	0 25	2	38	93	0 11
Hastings	Peterboro'	5	117	35	3 50	4	94	97	0 52
Hatley	Stanstead	3	78	68	1 75				0 19
Hawkesbury	Prescott	14	220	38	6 25	3	143	07	0 59
Hespeler	Waterloo	13	112	47	4 00	2	68	13	0 44
Holland Landing	York	3	63	57	1 50				0 15
Huntington	Huntington	28	376	88	11 50				0 94
Indiana	Haldimand	9	237	16	5 75				0 58
Ingersoll	Oxford	62	1483	58	35 50	17	259	05	4 35
Inverhuron	Bruce	3	18	09	0 75				0 03
Invermay	Bruce	5	88	50	2 25				0 21
Iroquois	Dundas	6	140	65	3 25				0 34
Jarris	Haldimand	7	161	37	4 00				0 39
Joliette	Joliette								
Kamouraska	Kamouraska								
Keene	Peterboro'	7	59	01	2 25	2	36	49	0 22
Kemptville	Grenville	18	417	28	9 75	1	4	87	1 05
Kincardine	Bruce	20	354	70	9 50	12	223	86	1 48
Kingston	Frontenac	343	4889	33	140 00	110	1714	39	
Kingsville	Essex	3	111	12	2 25				0 27
L'Assomption	L'Assomption								
L'Orignal	Prescott	2	48	90	1 00				0 12
Lachine	Jacques Cartier								
Lachute	Argenteuil	8	80	84	2 75				0 19
Lacolle	St. Johns	4	190	70	4 00	2	36	49	0 56
Lanark	Lanark	12	273	12	6 75	1	4	87	0 69
Laprairie	Laprairie	1	4	89	0 25	1	4	87	0 02
Leeds	Megantic	6	139	42	3 75	6	243	30	0 94
Lennoxville	Richmond	31	1645	89	43 75	11	160	11	4 50

REPORT No. 14.—Shewing the Number of Money Orders issued in Canada on the United Kingdom, for the nine months ending 30th June, 1864.—Continued.

Money Order Office.	County.	No. of Orders issued.	Amount of Orders issued.	Commis's'n received.	No. of Orders paid.	Amount of Orders paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Lindsay	Victoria	34	500 63	14 50	17	308 41	2 17
Listowell	Perth	13	170 39	5 50			0 41
Lloydtown	York	30	641 19	15 50	8	259 38	2 24
London	Middlesex	451	6529 67	183 75	139	3004 30	
Longueuil	Chambly						
Lougboro'	Frontenac	1	9 78	0 25	1	4 87	0 03
Lucan	Huron	7	195 71	4 50			0 49
Lyn	Leeds						
Madoc	Hastings	11	144 42	4 25	11	265 20	1 01
Manilla	Victoria	13	239 15	6 25			0 59
Markham	York	26	638 46	14 75	6	69 46	1 75
Melbourne	Richmond	55	1305 74	32 00	3	72 99	3 44
Merrickville	Granville	2	37 64	1 00			0 09
Millbank	Perth	7	127 14	3 50			0 31
Mill Brook	Durham	12	278 11	7 00	4	74 52	0 88
Milton, C. W.	Halton	19	415 20	10 25	1	4 87	1 04
Mitchell	Perth	38	618 55	18 75	5	170 30	1 96
Mono Mills	Simcoe	3	51 12	1 50			
Montmagny	Montmagny						
Montreal	Hochelaga	2209	33117 79	920 20	415	5433 05	
Moore	Lambton	2	21 45	0 75	2	48 66	0 13
Morpeth	Kent	12	310 50	7 25	3	51 46	0 91
Morrisburgh	Dundas	8	131 63	3 75			0 32
Mount Brydges	Middlesex	6	55 08	2 25	6	56 56	0 27
Mount Forest	Grey	21	399 02	10 00	8	170 32	1 42
Mount Vernon	Brant	2	15 39	0 75			0 03
Nairn	Middlesex	3	83 13	2 00	1	9 73	0 22
Napanee	Lennox	15	190 62	5 75	3	43 80	0 58
Napierville	Napierville						
Nassaggiweya	Halton	10	112 21	3 50	1	36 74	0 37
Newboro'	Leeds	10	158 72	4 50			0 40
Newburg	Addington	4	51 34	1 50	1	24 43	0 19
Newbury	Middlesex	8	143 80	3 50	1	14 60	0 39
Newcastle	Durham	12	220 99	5 75	3	37 71	0 64
New Hamburg	Waterloo	4	39 12	1 25	1	9 73	0 12
Newmarket	York	27	578 20	15 00	23	570 80	2 86
Niagara	Lincoln	19	292 95	8 25	19	343 56	1 58
Nicolet	Nicolet	6	224 89	5 25			0 56
North Port	Prince Edward				1	6 09	0 01
Norwich	Oxford	2	15 64	0 75	1	5 00	0 05
Norwood	Peterboro'	6	104 23	2 75	1	4 89	0 27
Oakland	Brant						
Oakville	Halton	23	344 87	9 75	5	110 36	1 13
Odessa	Addington	1	4 89	0 25	0	156 94	0 40
Oil Springs	Lambton	4	34 01	1 25	1	26 76	0 17
Omence	Victoria	3	44 01	1 25			0 11
Orangeville	Wellington	10	209 29	5 00	1	4 87	0 53
Orillia	Simcoe	26	353 49	10 50	25	576 00	2 32
Orono	Durham	4	95 36	2 25	1	8 13	0 25
Osbawa	Ontario	40	779 69	18 75	7	129 43	2 26
Ottawa	Carleton	290	5506 74	140 25	80	1640 51	17 78
Otterville	Oxford	8	265 52	6 25			0 66
Owen Sound	Grey	44	984 27	24 75	22	584 21	3 91
Paisley	Bruce	9	165 92	4 50	4	102 19	0 67
Pakenham	Lanark	22	450 40	11 25	2	14 60	1 15
Palermo	Halton	1	11 82	0 50	4	71 69	0 20
Paris	Brant	38	646 88	17 00	7	170 73	2 03
Pembroke	Renfrew	25	337 05	10 75	14	234 68	1 66
Penetanguishene	Simcoe	8	150 58	4 00	2	38 93	0 48
Perth	Lanark	41	809 11	21 75	5	129 09	2 56
Peterboro'	Peterboro'	110	1400 57	40 25	36	765 41	5 41
Phillipsburg	Missisquoi	3	39 12	1 25	1	2 93	0 09
Pickering	Ontario	4	68 46	1 75	11	327 21	0 99
Picton	Prince Edward	37	592 97	14 50	2	28 72	1 55
Pike River	Missisquoi	1	19 56	0 50			0 05

REPORT No. 14.—Shewing the Number of Money Orders issued in Canada on the United Kingdom, for the nine months ended 30th June, 1864.—Continued.

Money Order Office.	County.	No. of Orders issued.	Amount of Orders issued.	Commission received.	No. of Orders paid.	Amount of Orders paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Portage du Fort.....	Pontiac.....	24	171 75	7 50	4	48 66	0 54
Port Burwell.....	Elgin.....	1	9 78	0 25	1	48 66	0 14
Port Colborne.....	Welland.....	13	154 60	4 50	4	145 08	0 75
Port Dalhousie.....	Lincoln.....	4	36 78	1 25			0 08
Port Dover.....	Norfolk.....	11	92 68	3 25	1	9 73	0 25
Port Hope.....	Durham.....	97	1782 86	45 75	16	337 12	5 30
Port Robinson.....	Welland.....	9	312 95	6 75	1	9 73	0 80
Port Rowan.....	Norfolk.....	1	44 99	1 00	3	107 05	0 37
Port Stanley.....	Elgin.....	10	145 13	4 25	2	52 07	0 49
Prescott.....	Greenville.....	62	1107 82	29 50	7	90 01	2 99
Preston.....	Waterloo.....	12	243 56	5 75			0 60
Prince Albert.....	Ontario.....	4	108 18	2 75			0 26
Quebec.....	Quebec.....	943	17710 22	455 00	179	2605 98	
Renfrew.....	Renfrew.....	29	550 74	14 75	13	278 45	2 07
Richmond Hill.....	York.....	13	188 32	5 50	3	34 07	0 55
Rimouski.....	Rimouski.....						
Rivière du Loup.....	Temiscouata.....						
St. Andrews, C. E.....	Argenteuil.....	5	113 94	2 75	5	68 14	0 45
Ste. Anne la Poca- tière.....	Kamouraska.....						
St. Catharines, C. W.....	Lincoln.....	100	1754 33	46 00	17	272 86	5 06
St. Estienne.....	Two Mountains.....						
St. George, Brant.....	Brant.....						
St. Hyacinthe.....	St. Hyacinthe.....	2	39 12	1 00			0 10
St. Johns, C. E.....	St. Johns.....	28	341 06	10 75	8	102 21	1 09
St. Marys, Blanshard.....	Perth.....	56	1104 76	28 00	1	48 66	2 89
St. Rémi.....	Napierville.....	1	9 78	0 25	1	6 11	0 03
Ste. Scholastique.....	Two Mountains.....						
Ste. Thérèse de Blain- ville.....	Terrebonne.....						
St. Thomas.....	Elgin.....	54	966 45	25 00	7	121 90	2 70
St. Vincent.....	Grey.....	27	565 88	14 25	4	77 85	1 60
Sandwich.....	Essex.....	9	131 06	4 00	6	65 69	0 49
Sarnia.....	Laubton.....	168	2052 08	52 75	19	501 30	6 42
Saugeen.....	Bruce.....	19	455 94	11 50	12	257 90	1 77
Scotland.....	Brant.....						
Seaforth.....	Huron.....	20	438 93	10 55	1	48 66	1 21
Seneca.....	Haldimand.....	33	494 42	14 25	5	121 65	1 53
Shakespeare.....	Perth.....	5	92 91	2 00			0 23
Sharonville.....	Hastings.....	7	90 01	2 75			0 22
Sharon.....	York.....	5	68 46	1 75			0 16
Sherbrooke.....	Richmond.....	39	859 91	21 50	50	543 95	3 51
Simcoe.....	Norfolk.....	25	263 69	8 00	8	160 83	1 05
Smith's Falls.....	Lanark.....	14	234 75	6 50	3	72 99	0 76
Smithville.....	Lincoln.....	2	19 56	0 50	3	102 21	0 30
Sorel.....	Richelieu.....	7	90 22	0 50	3	29 20	0 29
South Quebec.....	Lévis.....	6	75 28	2 25			0 19
Sparta.....	Elgin.....	10	245 94	6 50	1	9 73	0 63
Stanstead.....	Stanstead.....	13	533 57	11 75			1 33
Stayner.....	Simcoe.....	7	229 83	5 00			0 57
Stirling.....	Hastings.....	11	254 48	6 00			0 63
Stoney Creek.....	Wentworth.....						
Stouffville.....	York.....	7	176 43	4 25	2	97 32	0 68
Strathane.....	Wentworth.....	3	63 57	1 75			0 15
Stratford.....	Perth.....	114	2297 50	56 75	41	826 58	7 81
Strathroy.....	Middlesex.....	22	338 12	10 25	23	572 42	2 27
Streetsville.....	Peel.....	11	182 06	5 25	1	1 46	0 46
Sylvan.....	Middlesex.....	2	26 86	0 75			0 07
Terrebonne.....	Terrebonne.....						
Thamesville.....	Kent.....	8	171 15	4 25			0 42
Thorhill.....	York.....	17	274 32	7 75	1	9 73	0 70
Thorold.....	Welland.....	32	628 71	15 25	5	83 82	1 77
Three Rivers.....	St. Maurice.....	4	55 01	1 50	6	291 96	0 87
Toronto.....	York.....	1669	26001 20	712 75	431	7573 19	
Trenton.....	Hastings.....	15	305 60	8 00	4	145 98	1 12

REPORT No. 14.—Shewing the number of Money Orders issued in Canada on the United Kingdom, for the nine months ending 30th June, 1864.—*Concluded.*

Money Order Office.	County.	No. of	Amount	Commiss'n	No. of	Amount	Commission
		Orders	of	received.	Orders	of	allowed to
		issued.	Orders issued		paid.	Orders paid.	Postmasters
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Tullamore.....	Peel.....	3	48 59	1 25			0 12
Uxbridge.....	Ontario.....	31	761 09	17 75	3	145 98	2 26
Yankleekhill.....	Prescott.....	14	375 33	8 75			0 93
Vienna.....	Elgin.....	9	107 56	3 00	3	48 30	0 38
Vittoria.....	Norfolk.....	1	29 34	0 75	4	52 06	0 20
Walkerton.....	Bruce.....	11	151 59	5 00	2	82 72	0 57
Wallaceburg.....	Kent.....						
Wardsville.....	Middlesex.....	8	165 36	4 50	1	4 87	0 41
Warkworth.....	Northumberland.....	9	188 12	4 75			0 47
Warwick, C. W.....	Lambton.....	10	218 44	5 00	6	216 06	1 08
Waterdown.....	Wentworth.....	5	26 28	1 25			0 05
Waterford.....	Norfolk.....	2	19 56	0 75	2	9 74	0 07
Waterloo, C. E.....	Shefford.....	11	215 16	5 50	5	163 41	0 94
Waterloo, C. W.....	Waterloo.....	4	73 21	2 00			0 18
Welland.....	Welland.....	2	39 78	1 00			0 10
Wellesley.....	Waterloo.....	5	59 98	2 25			0 15
Wellington Square.....	Halton.....	6	82 15	2 25			0 20
West Flamboro'.....	Wentworth.....	4	48 90	1 50			0 12
Weston.....	York.....	17	261 89	7 25	9	128 35	0 87
Whitby.....	Ontario.....	56	925 29	25 25	14	333 45	3 14
Widdor Station.....	Lambton.....	7	116 87	3 25			0 28
Williams.....	Middlesex.....	12	309 75	7 25			0 77
Windsor, C. W.....	Essex.....	149	3087 54	77 00	32	726 81	9 54
Woodbridge.....	York.....	7	119 80	3 00			0 29
Woodstock.....	Oxford.....	101	2470 72	58 75	22	541 47	7 52
Wroxeter.....	Euron.....	14	294 61	7 25	2	58 89	0 87
Wyoming.....	Lambton.....	17	315 13	8 50			0 74
York.....	Haldimand.....	3	63 55	1 50			0 15
		11542	196160 27	5218 70	2693	49814 57	309 44

O. MOWAT,
Postmaster General.

P. LESUEUR,
Superintendent.

REPORT No. 15.

SHewing the number of Money Orders issued in Canada on Nova Scotia during the nine months ending the 30th June, 1864; the Value of such Orders in Provincial Currency; the Commission received thereon; the number of Money Orders paid in Canada drawn by Money Order Offices in Nova Scotia; and the Commissions allowed to Postmasters in Canada, viz., $\frac{1}{4}$ of one per cent. on the total amount of Money Orders issued and paid.

Money Order Office.	County.	No. of Orders issued.	Amount of Orders issued.	Commission received.	No. of Orders paid.	Amount of Orders paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Alexandria.....	Glengarry.....	1	29 34	0 50			0 07
Almonte.....	Lanark.....				2	77 36	0 20
Aylmer, C. E.....	Ottawa.....				2	19 95	0 05
Chambly.....	Chambly.....				1	9 73	0 02
Chatham, C. W.....	Kent.....				2	65 08	0 16
Cobourg.....	Northumberland.....	1	6 74	0 25			0 01
Collingwood.....	Simcoe.....				1	4 87	0 01
Hamilton.....	Westworth.....	3	89 24	1 25	1	19 47	
Kingcardine.....	Bruce.....	1	2 75	0 25	2	38 94	0 05
Kingston.....	Frontenac.....				2	39 90	
London, C. W.....	Middlesex.....	2	54 24	0 75	5	80 78	
Milton, C. W.....	Halton.....				1	24 33	0 06
Montreal.....	Hochelega.....	5	140 98	1 75	38	1354 71	
Niagara.....	Lincoln.....				1	5 48	0 01
Ottawa.....	Carleton.....				2	33 10	0 08
Quebec.....	Quebec.....	2	54 11	1 25	17	501 13	
St. Catharines, C. W.....	Lincoln.....	1	12 22	0 50	1	35 28	0 11
St. Marys.....	Perrth.....	1	9 78	0 25			0 02
Thorold.....	Welland.....				2	53 53	0 13
Toronto.....	York.....	4	87 56	1 50	11	202 73	
Welland.....	Welland.....				4	181 99	0 45
Woodstock.....	Oxford.....	1	4 89	0 25	1	48 66	0 13
		22	491 35	8 50	96	2797 52	1 56

P. LESUEUR,
Superintendent.

O. MOWAT,
Postmaster General.

REPORT No. 16.

SHewing the number of Money Orders issued in Canada on Prince Edward Island, during the nine months ending the 30th June, 1864; the Value of such Orders in Provincial Currency; the Commissions received thereon; the Number of Money Orders paid in Canada drawn by Money Order Offices in Prince Edward Island; and the Commissions allowed to Postmasters in Canada, viz., $\frac{1}{4}$ of one per cent. on the total amount of Money Orders issued and paid.

Money Order Office.	County.	No. of Orders issued.	Amount of Orders issued.	Commission received.	No. of Orders paid.	Amount of Orders paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Montreal.....	Hochelega.....				2	31 64	
Orillia.....	Simcoe.....	9	391 76	4 25			0 98
Quebec.....	Quebec.....				3	59 55	
St. Hyacinthe.....	St. Hyacinthe.....				1	19 47	0 05
Sarnia.....	Lambton.....	1	14 67	0 25			
Toronto.....	York.....				3	13 18	
		10	406 43	4 50	9	154 14	1 03

P. LESUEUR,
Superintendent.

O. MOWAT,
Postmaster General.

GENERAL ANALYSIS of Money Order transactions for the nine months ended 30th June, 1864.

EXTENT OF THE NINE MONTHS TRANSACTIONS.				\$	cts.	\$	cts.
Canadian Orders issued payable in Canada						830,488	91
do do do the United Kingdom.....						196,160	27
do do do Nova Scotia.....						491	83
do do do Prince Edward Island.....						406	43
						\$1,027,547 46	
REVENUE DERIVED BY CANADA.							
Commission received on Canadian Orders payable in Canada						4,763	73
do do on Orders drawn in Canada and payable in the United Kingdom.....						5,218	70
Half paid to Canada of the Commissions received in the United Kingdom on Orders issued there, payable in Canada.....						632	44
Differences in currency conversions on Orders issued on United Kingdom, including Commissions thereupon.....						736	34
* Half Commission on Orders issued in Canada and payable in Nova Scotia and Prince Edward Island.....						6	50
						11,357 71	
DEDUCT							
Commissions allowed to Canadian Postmasters.....				2,156	59		
Half paid to the United Kingdom of the Commissions received on Canada on Orders issued here, payable in United Kingdom				2,548	70		
						4,705 29	
						6,652 42	

* The accounts between Canada and Nova Scotia and Prince Edward Island were not adjusted in time to enable the Department to ascertain the proportion of the Commission on Money Orders issued in those Provinces due to Canada.

COMPARATIVE EXTENT of Money Order transactions, and of Revenue and Expenditure of Money Order Branch, for the years ended 30th September, 1862 and 1863, and the nine months ended 30th June, 1864.

	1862.	1863.	1864. (9 months.)
	\$	\$	\$
	cts.	cts.	cts.
Canadian Orders issued payable in Canada.....	665,318 65	778,150 88	830,488 91
Orders issued in Canada upon the United Kingdom.....	226,717 70	246,221 47	196,160 27
Orders issued in United Kingdom upon Canada	50,582 98	58,890 70	49,814 57
Orders issued in Canada on Nova Scotia and Prince Edward Island.....			898 28
Orders issued in Nova Scotia and Prince Edward Island upon Canada			2,951 66
Net Revenue to Canada upon the Money Order transactions	7,887 05	8,205 17	6,852 42
Expenditure for maintenance of the Money Order system	13,674 63	10,720 87	7,582 49

From this statement it will be seen that while the year 1863 showed an increase in total amount of transactions equal to about 17 per cent. over 1862, the 9 months of 1864 give an increase of 42 per cent. over the rate of transactions in 1863. As, however, the charge on Canadian Money Orders was at a reduced rate in 1864, as compared with part of the year 1863, the general increase in the business did not produce a proportionate increase in revenue.

P. LESUEUR,
Superintendent.

O. MOWAT,
Postmaster General.

REPORT No. 17.—(Supplementary).—Copy from the Records of all Offers made for carrying the Mails upon Contracts advertised for public competition, from the 1st October, 1863, to the 30th June, 1864.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertising tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Foley and Oshawa. (5 miles.)	Service twice per week, to commence 1st Dec., 1863. Mail to be conveyed on horseback or in a vehicle, at option of Contractor.	1863 Oct. 1.	1863 Oct. 30.	Wm. H. Thomas. Benj. Pickell.	Oshawa. E. Whitby.	Oct. 26. " 24.	1863 Oct. 28. " 28.	1 2	In conformity with terms of advertisement.	\$ cts. 49 00 58 00	No. 1 accepted.
Lucan & R. R. Station. (4 miles.)	Service, twelve times per week, to commence 1st Jan., 1864. Mail to be conveyed on foot or otherwise, as required.	Oct. 1.	Dec. 11.	Wm. Porte. Edward Hodgins. Robert Fox.	Lucan do Bidulph.	Dec. 1. " 2. " 5.	Dec. 4. " 18. " 16.	1 2 3	do do do	0 13 0 10 0 20	per trip. No. 1 accepted. per trip. No. 2 received late. per trip. No. 3 received late.
Apto and Craighurst. (6 miles.)	Service twice per week, to commence 1st Jan., 1864. Mail to be conveyed on horseback or in a vehicle in summer, and in a vehicle in winter.	Oct. 1.	Nov. 27.	John Gallagher. Andrew O'Neill. George Frith. Thomas Craig. Dennis Gallagher.	Apto. Township of Ffos. Ffos. Tp of Medonte. Apto.	Nov. 20. " 20. " 5. " 20. " 17.	Nov. 25. " 25. " 20. " 20. " 5	1 2 3 4 5	do do do do do	64 00 64 50 70 00 75 00 79 00	No. 1 accepted.
Ayr and Roseville. (5 miles.)	Service three times per week, to commence 1st Jan., 1864. Mail to be conveyed on horseback or in a wagon in summer, and in cutter in winter.	Oct. 1.	Nov. 27.	P. Cornell.	Roseville.	Nov. 13.	Nov. 17.	1	do	78 00	Accepted.

Service.	Conditions stipulated by Department in advertising Service.—Proposed term of contract as above.	Date of advertising tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Baden and Wellesley. (8½ miles.)	Service six times per week, to commence 1st January, 1864. Mail to be conveyed in a stage or other vehicle, at option of Contractor.	Oct. 1.	Nov. 27.	Lewis Liesemer. John Zoeger. Ernst Koek. Henry Lang.	Tp. of Wilmet. Wellesley. Baden do	Nov. 3. " 19. " 13. " 14.	Nov. 20. " 28. " 28. " 28.	1 2 3 4	do do do do	247 00 268 00 260 00 275 00	No. 1 accepted. No. 3 received late. " No. 4
Carlisle and Mountsberg. (4 miles.)	Service twice per week, to commence 1st January, 1864. Mail to be conveyed on horseback or in a wagon in summer, and in a sleigh in winter.	Oct. 1.	Nov. 27.	John C. Crooker.	Carlisle.	Nov. 18.	Nov. 20.	1	do	72 00	This Tender was considered too high. Contract made with Mr. Crooker at reduced rate of \$60 per annum.
Carnegie and Paisley. (8 miles.)	Service once per week, to commence 1st January, 1864. Mail to be conveyed on foot, on horseback or in a vehicle, at option of Contractor.	Oct. 1.	Nov. 27.	Ira Fuller. John E. Trout. James Ewart.	Paisley. Tp. of Elderslie. do	Oct. 19. " 10. " 9.	Nov. 27. " 5. " 9.	1 2 3	do do do	38 00 45 00 48 00	No. 2 accepted—Mr. Fuller, who sent in No. 1, having declined to undertake the service.
Dromore and Orchard. (8½ miles.)	Service once per week, to commence 1st January, 1864. Mail to be conveyed on foot, on horseback or in a vehicle, at option of Contractor.	Oct. 1.	Nov. 27.	Alex. Fuller. Hiram Wilder. Benj. Rogers.	Dromore. Egmont. Egmont Tp.	Nov. 14. " 17. " 7.	Nov. 25. " 11. " 11.	1 2 3	do do Proposes to make Orchard the starting point.	50 00 52 00 60 00	No. 1 accepted.
Falkenburg & Muskoka Falls. (6 miles.)	Service once per week, to commence 1st January, 1864. Mail to be conveyed on foot, on horseback or in a vehicle, at option of Contractor.	Oct. 1.	Nov. 27.	Robert Nichols. Christann Hanna. Wm. Holditch. Jas. F. Haues. Thos. H. Pope.	Muskoka Falls. do Monck Township. Hanesville. Muskoka Falls.	Nov. 10. " 10. " 10. " 4. " 4.	Nov. 25. " 7. " 25. " 4. " 5	1 2 3 4 5	In conformity with terms of advertisement.	36 00 46 80 52 00 60 00 38 00	No. 1 accepted. No. 5 informal.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service:—Proposed duration of Contract.	Date of advertising for Tenders.	Date of reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
H. Karsville & Macton. (6 miles.)	Service twice per week, to commence 1st January, 1864. Mail to be conveyed on horseback or in a waggon in summer, and in a sleigh in winter. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1863. Oct. 1...	1863. Nov. 27...	John McCormick, James Connelly, Samuel Hill, Peter Poole.	Peel Township, Macton, Wellesley, Macton.	1863. Oct. 20, Nov. 14, .. 24, .. 21.	1863. Nov. 25, .. 21, .. 24, .. 21.	1 2 3 4	1 In conformity with terms of advertisement.	\$ 48 00 52 00 57 00 58 00	No. 1 accepted.
Stouffville and Scarborough Station. (18 miles.)	Service six times per week, to commence 1st January, 1864. Mail to be conveyed on horseback or in a vehicle, at option of Contractor. Proposed term of contract as above.	Oct. 1...	Nov. 27...	Robert Vardon, John Rayment.	Pickering, Markham.	Nov. 18, .. 22, .. 25, .. 25.	Nov. 26, .. 25, .. 25, .. 25.	1 2	..... do	473 00 590 00	Neither of these Tenders accepted. Tenders invited for a service between Stouffville and Toronto.
Port Burwell and Sparta. (20 miles.)	Service three times per week, to commence 1st January, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 5...	Nov. 27...	John A. Eakins, H. A. Weaver, Patrick McNally, Henry Swan, Swain Weaver, John Griffin, Geo. Brundage, Ascott Woccott.	Sparta, Bayham, Port Burwell, Bayham, Port Burwell, Malahide, Yarmouth.	Dec. 7, .. 8, .. 5, .. 28, .. 28, .. 8, .. 5, .. 2.	Dec. 10, .. 10, .. 10, .. 10, .. 10, .. 10, .. 10.	1 2 3 4 5 6 7 8	..... do	300 00 300 00 349 00 350 00 375 00 392 00 425 00 675 00	Contract made with John A. Eakins at \$287 per annum. Mr. Weaver would not make his Tender less than \$289 per annum. No. 8 is for the entire route between Port Burwell and St. Thomas.

Sparta and St. Thomas. (25 miles.)	Service six times per week, to commence 1st January, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 6...	Dec. 11...	Benj. Sanderson, John A. Eakins, Henry Swan, W. H. Mandeville, Ascott Woccott.	Sparta, do, Port Burwell, Union, Yarmouth.	Oct. 27, .. Dec. 7, .. 26, .. Dec. 2, ..	Dec. 8, .. 10, .. 10, .. Dec. 1, ..	1 2 3 4 5	..... do	275 00 305 00 550 00 395 00 675 00	No. 1 accepted. No. 5 is for the entire route between Port Burwell and St. Thomas.
Brighton and R.R. Station. (1 mile.)	Service twenty-four times per week, to commence 1st January, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 9...	Nov. 20...	Matthew J. Mills, Thos. Hewitt, Isaac C. Sandford.	Brighton, do, do.	Nov. 18, .. 17, .. 16, ..	Nov. 20, .. 18, .. 20, ..	1 2 3	..... do	0 7 1/2 0 12 1/2 0 20	p. trip. No. 1 accepted. do do
Colborne and R.R. Station. (1 mile.)	Service twenty-four times per week, or as often as required, to commence 1st January, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 9...	Nov. 20...	Jno. L. Yeomans, Wm. H. Underhill, Wm. Errington, Stanhope Fleming, D. S. Howell, Jas. H. Kinney.	Colborne, do, do, do, do.	Nov. 17, .. 16, .. 9, .. 16, .. Oct. 31, .. Nov. 13, ..	Nov. 19, .. 17, .. 11, .. 17, .. 5, .. 6.	1 2 3 4 5 6	..... do	0 13 0 14 0 18 0 20 0 20 0 25	p. trip. No. 1 accepted. do do do do do
Edwardsburg and R.R. Station. (1 1/2 mile.)	Service twelve times per week, to commence 1st January, 1864. Mail to be conveyed on foot or otherwise, at option of Contractor. Proposed term of contract as above.	Oct. 9...	Nov. 20...	W. S. Akin.	Edwardsburg.	Oct. 24, ..	Nov. 3, ..	1	..... do	0 25	per trip. Accepted.
Grafton and R.R. Station. (1 mile.)	Service twelve times per week, or as often as required, to commence 1st January, 1864. Mail to be conveyed in a public vehicle or otherwise, at option of Contractor. Proposed term of contract as above.	Oct. 9...	Nov. 20...	Jerem. McBrien, W. H. McDonald.	Grafton, do.	Nov. 17, .. 17, ..	Nov. 19, .. 19, ..	1 2	..... do	0 34 0 40	p. trip. No. 1 accepted. do

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertisement for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Shannonville and R. R. Station. (½ mile.)	Service twelve times per week, or as often as required, to commence 1st January, 1864. Mail to be conveyed on foot or otherwise, at option of Contractor. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1863. Oct. 9.	1863. Nov. 20.	Hiram Vancoft... James Domae.....	Shannonville..... do	1863. Nov. 18. " 17.	1863. Nov. 20. " 21.	1	In conformity with terms of advertisement.	\$ 0 10 0 12	per trip. No. 1 accepted. do do
Lennoxville and R. R. Station. (¾ of a mile.)	Service twenty-four times per week to commence 1st January, 1864. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Oct. 12.	Nov. 13.	J. P. Cushing.....	Lennoxville.....	Nov. 12.	Nov. 13.	1	do	0 12½	per trip. Accepted
Compton and Stanstead. 22 miles.)	Service six times per week, to commence 1st January, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 12.	Nov. 13.	Colostin Thomas... Warren Paige... A. F. B. Patton... West Clark... Joel Shurtliff...	Coaticook..... Compton... Stanstead... Hatley... Compton.....	Nov. 9. " 11. " 12. " 12. " 12.	Nov. 12. " 12. " 12.	1 2 3 4 5	do	390 00 547 00 550 00 565 00 597 00	No. 1 accepted.
Sherbrooke and R. R. Station. (¾ of a mile.)	Service twenty-four times per week, to commence 1st January, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 12.	Nov. 13.	W. Chamberlin... Oliver Cameron... E. Cheney and G. C. Koote.....	Sherbrooke..... do do	Nov. 9. " 9. " 10.	Nov. 10. " 10. " 11.	1 2 3	do	145 00 160 00 200 00	No. 1 accepted.

Arrprior and Castleor (15 miles.)	Service six times per week, to commence 1st January, 1864. Mail to be conveyed in a public or other vehicle. Proposed term of contract as above.	Oct. 16.	Nov. 27.	James Hovey... Jas. Warnock... Jas. McConnelly... Robert Ferguson... John Campbell...	Arrprior... Twp of Horton... do do do do	Nov. 14. " 21. " 21. " 19. " 18.	Nov. 20. " 20. " 20. " 20. " 20.	1 2 3 4 5	do	360 00 395 00 429 00 432 00 525 00	No. 1 accepted.
Bagot and Colabrogio. (6 miles.)	Service once per week, to commence 1st January, 1864. Mail to be conveyed on horseback or otherwise, at option of Contractor. Proposed term of contract as above.	Oct. 16.	Nov. 27.	Denis Dillon....	Bagot Twp.....	Nov. 19.	Nov. 20.	1	do	40 00	Accepted.
Bath and Stella. (7 miles.)	Service twice per week, to commence 1st January, 1864. Mail to be conveyed on horseback or otherwise, according to the season. Proposed term of contract as above.	Oct. 16.	Nov. 27.	Patrick Mulvena... Wm. Wemp.....	Amherst Island... do	Nov. 16. " 21.	Nov. 21. " 21.	1 2	do	88 50 150 00	Tender No. 1 could not be accepted, Mr. Mulvena not being of age. A Contract was made with Mr. Daniel Wemp at \$85 per annum.
Bellrock and Colabrogio. (10 miles.)	Service twice per week, to commence 1st January, 1864. Mail to be conveyed on horseback or in a cutter in winter. Proposed term of contract as above.	Oct. 16.	Nov. 27.	Jno. Babcock, Jr... G. M. Wahrath... Thomas Gilligan... Caleb Snider... Edward Fletcher... Edwison Snider... John Cronk... Laniel Brown....	Colabrogio... do do do do do do do do	Nov. 11. " 21. " 18. " 21. " 18. " 19. " 11. " 12.	Nov. 24. " 27. " 20. " 27. " 18. " 21. " 19. " 17.	1 2 3 4 5 6 7 8	do	55 00 55 00 59 00 59 00 60 00 70 00 78 00 90 00	Contract made with Mr. G. M. Wahrath at \$80 per annum. Mr. Babcock (Tender No. 1) would not take the service at less than \$52.50 per an.
Breadalbane and Vankleok Hill. (5½ miles.)	Service twice per week, to commence 1st January, 1864. Mail to be conveyed on horseback or in a waggon in summer, and in a cutter in winter. Proposed term of contract as above.	Oct. 16.	Nov. 27.	Peter Stewart....	Breadalbane....	Nov. 21.	Nov. 24.	1	do	50 00	Accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Forester's Falls and Osceola. (12 miles.)	Service three times per week, to commence 1st January, 1864. Mail to be conveyed on horseback or in a vehicle in summer, and in a cutter in winter. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1863. Oct. 16.	1863. Nov. 27.	John Ross, Jr.	Cobden	Nov. 28	1863.	1	In conformity with terms of advertisement.	\$ 178 00	Accepted.
Kemptville & R.R. Station. (1 mile.)	Service twelve times per week, or more or less frequently, as required; to commence 1st Jan., 1864. Mail to be conveyed on horseback or otherwise, at option of Contractor. Proposed term of contract as above.	Oct. 16.	Nov. 27.	Robert Leslie	Kemptville	Nov. 28	Nov. 28	1	do	0 03	per trip. Accepted.
March and South March, via Torbolton. (11 miles.)	Service three times per week, to commence 1st Jan., 1864. Mail to be conveyed on horseback or in a vehicle in summer, and in a sleigh in winter. Proposed term of contract as above.	Oct. 16.	Nov. 27.	Geo. W. Monk Wm. Boucher Wm. Lewis J. Young husband.	March Ottawa Tp of March do	Nov. 21 " 21 " 16 " 19	Nov. 21	1 2 3 4	do do do do	100 00 108 00 116 00 140 00	No. 1 accepted.
Osceola and Stafford. (9 miles.)	Service twice per week, to commence 1st Jan., 1864. Mail to be conveyed on horseback or in a vehicle in summer, and in a sleigh in winter. Proposed term of contract as above.	Oct. 16.	Nov. 27.	Rt. Rev. Childerose Jno. Ross, Jr.	Tp of Stafford Tp of Ross	Nov. 10	Nov. 10	1 2	do do	72 00 95 50	No. 1 accepted.

Spencerville & R.R. Station. (1 1/2 miles.)	Service six times per week, to commence 1st January, 1864. Mail to be conveyed on horseback or otherwise, at option of Contractor. Proposed term of contract as above.	Oct. 16.	Nov. 27.	Wm. B. Imrie	Spencerville	Nov. 20.	Nov. 24.	1	do	60 00	Accepted.
Berthier and R.R. Station. (2 1/2 miles.)	Service six times per week, to commence 1st Jan., 1864. Mail to be conveyed on foot, on horseback, or in a vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	G. Boissonneault Ol. Carbonneau, Jr. F. X. Corriveau	St. Francois Berthier do	Nov. 23 " 23 " 23	Nov. 24. Nov. 23. Nov. 23.	1 2 3	..... do do do	0 30 100 00 100 00	per trip. No. 1 accepted.
Cap St. Ignace and R.R. Station. (4 1/2 miles.)	Service twelve times per week, to commence 1st Jan., 1864. Mail to be conveyed on foot, on horseback, or in a vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	Clement LaRue	Cap St. Ignace	Nov. 20.	Nov. 24.	1	..... do	0 13	per trip. Accepted.
Danville and R.R. Station. (3 of a mile.)	Service twelve times per week, to commence 1st Jan., 1864. Mail to be conveyed on foot or in a vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	Fredk Dalton John G. O'Farrell Isidore Marcotte Patrick Walsh John McManus	Danville do do do do	Nov. 26. " 18. " 9. Oct. 23. Nov. 23.	Nov. 26. " 26. Nov. 24. " 23. Nov. 24.	1 2 3 4 5	..... do do do do do	0 11 0 12 75 00 80 00 100 40	per trip. No. 1 [accepted]
Kamouraska and R.R. Station. (5 miles.)	Service twelve times per week, to commence 1st Jan., 1864. Mail to be conveyed in a one-horse vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	Theodore Sirois George Michaud Ignace Paradis, Jr. Antoine Blondeau	Kamouraska do St. Paschal do	Nov. 24. " 25. " 23. Nov. 26.	Nov. 26. " 26. " 26. " 26.	1 2 3 4	..... do do do do	0 33 1/2 0 35 1/2 0 37 1/2 0 55	per trip. No. 1 [accepted]

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service:— Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of receipt by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
L'Anse à Giles and L'Islet (4 miles.)	Service three times per week, to commence 1st Jan., 1864. Mail to be conveyed in a one-horse vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1863. Oct. 17.	1863. Nov. 27.	Jos. O. Bélanger, Caroline B. Larrie Jean F. Gasson...	L'Islet do do	1863. Nov. 23. " 26. " 26.	1 2 3	1 in conformity with terms of advertisement.	\$ 45 00 48 00 49 00	Reduced tender from Mr. Bélanger, at \$35, accepted.
L'Islet and R.R. Station (1 1/4 miles.)	Service twelve times per week, to commence 1st Jan., 1864. Mail to be conveyed on foot, on horse-back, or in a vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	Jos. O. Bélanger, Jean F. Gasson, Elizab. Ballautyno	L'Islet do do	Nov. 23. " 26. " 9.	1 2 3	..... do	88 00 99 00 140 00	No. 1 accepted.
Montmagny and R.R. Station (1 mile.)	Service twelve times per week, to commence 1st Jan., 1864. Mail to be conveyed on foot, on horse-back, or in a vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	J. S. Vallée Thomas Fournier, St. François.	Montmagny do	Nov. 26. " 23.	1 2	..... do	80 00 94 00	No. 1 accepted.
Notre Dame and R.R. Station (3 1/2 miles.)	Service six times per week, to commence 1st January, 1864. Mail to be conveyed in a one-horse vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	L. B. Perron, M. Michaud.	Notre Dame du Portage do	Nov. 25. " 25.	1 2	..... do	0 32 120 00	per trip. No. 1 accepted.

Rivière du Loup and R. R. Station (1 1/4 miles.)	Service twelve times per week, to commence 1st January, 1864. Mail to be conveyed in a one-horse vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	F. X. Martin, Magloire Dionne, Chas. H. Gaudry.	Rivière du Loup. do do	Nov. 23. " 26. " 23.	1 2 3	..... do	0 20 0 24 0 24	per trip. No. 1 accepted.
Rivière Ouelle and R. R. Station (5 miles.)	Service twelve times per week, to commence 1st January, 1864. Mail to be conveyed in a one-horse vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	Martial Dejardin, Octave Janglois, Nazaire St. Jean, Augusto Casgrain	Rivière Ouelle. do St. Pucé, Rivière Ouelle.	Nov. 28. " 24. " 25. " 26.	1 2 3 4	..... do	0 20 0 28 0 32 0 34	per trip. No. 2 accepted for one year, Mr. Dejardin, who declining to undertake the service.
St. Alexandre and R. R. Station (4 of a mile.)	Service twelve times per week, to commence 1st January, 1864. Mail to be conveyed on foot. Proposed term of contract as above.	Oct. 17.	Nov. 27.	André Ouellet, Edmond Lévesque, Joseph Ouellet, André Ouellet.	St. Alexandre do do do	Nov. 24. " 19. " 18. " 26.	1 2 3 4	..... do	24 00 36 51 63 60	No. 4 for the two services: St. Alexandre and R. R. Station and St. André and R. R. Station, accepted.
St. André and R.R. Station (7 miles.)	Service six times per week, to commence 1st January, 1864. Mail to be conveyed in a one-horse vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	André Ouellet Edmond Lévesque Augustin Dufour, Pierre C. Marquis Sifroy Dumont	St. Alexandre do do St. André do	Nov. 24. " 19. " 18. " 14. " 26. " 16.	1 2 3 4 5 6	1 in conformity with terms of advertisement.	128 00 0 45 0 50 0 60 0 60 0 70	See observations on preceding per trip.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender	Date of receipt of Tender by P. M. General	No. of Tender.	Terms proposed in Tender.	Amount per an in Tender.	Observations.
Sto. Anne (en Poutiere & R.R. Station. (1 mile.)	Service twelve times per week, to commence 1st January, 1864.— Mail to be conveyed on foot, on horseback, or in a vehicle. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1863. Oct. 17.	1863. Nov. 27.	Otulphe Ouellet... Edouard Morais... G. Dechêne... Joseph Dionne...	Sto. Anne... do do do	1863. Nov. 23. " 24. " 27. " 23. Nov. 24.	1863. " 23. " 24. " 27. " 23. Nov. 24.	1. In conformity with terms of advertisement.	\$ 56 00 62 00 67 81 90 00	No. 1 accepted.	
St. Aubert and R.R. Station. (1 1/2 mile.)	Service six times per week, to commence 1st January, 1864.— Mail to be conveyed on foot, on horseback or in a vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	Cyprien Bourgault... Jean O. Fortin... A. Robichaud...	St. Aubert... do do	Nov. 21. " 22. " 25.	Nov. 23. " 11. " 25.	1. do 2. do 3. do	39 99 40 00 40 00	No. 1 accepted.	
St. Denis (en bus) and R.R. Station. (4 miles.)	Service six times per week, to commence 1st January, 1864.— Mail to be conveyed in a one-horse vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	J. O. Chamberland... Damase Martin... Marcel Dumais... Charles Dumais... Jean D. Lavoie... Chas. Joubert...	St. Denis... do do do do do do	Nov. 25. " 23. " 23. " 20. " 21. " 19.	Nov. 26. " 24. " 20. " 20. " 20.	1. do 2. do 3. do 4. do 5. do 6. do	50 00 51 00 58 00 62 00 71 99 72 00	No. 1 accepted.	
St. Flavien & R.R. Station. (4 miles.)	Service twice per week, to commence 1st January, 1864.— Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	Joseph Maillon... Théod. Baudouin... Louis O. Ratté...	Mothol's Mills... St. Flavien... do	Nov. 21. " 16. " 23.	Nov. 24. " 16. " 20.	1. do 2. do 3. do	40 00 0 40 0 50	No. 1 accepted. per trip. "	

St. Pierre, St. François and R.R. Station. (7 miles.)	Service six times per week, to commence 1st January, 1864.— Mail to be conveyed in a one-horse vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	E. C. Boudet... Alexis Boulé...	St. François... do	Nov. 24. " 23.	Nov. 24. " 23.	1. do 2. do	0 3 1/2 110 00	per trip, No. 1 accepted.
St. Gervais, St. Charles and R.R. Station. (5 1/2 miles.)	Service six times per week, to commence 1st January, 1864.— Mail to be conveyed in a one-horse vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	André Bissonnet... Etienne Gâté... J. Bte. Labrecque	St. Gervais... do do	Nov. 14. " 16. " 10.	Nov. 14. " 26. " 10.	1. do 2. do 3. do	0 16 0 17	Contract made with Mr. B. Gâté (No. 2) at reduced rate of \$40 per annum; Mr. Bissonnet declining to reduce his tender at all.
St. Hélène & R.R. Station. (1 1/4 of a mile.)	Service twelve times per week, to commence 1st January, 1864.— Mail to be conveyed on foot. Proposed term of contract as above.	Oct. 17.	Nov. 27.	N. Peltier	St. Hélène	Nov. 26.	Nov. 26.	1. do	0 10	This tender was considered too high, and the Inspector was instructed to make some cheaper arrangement.
St. Jean Port Joli and R.R. Station. (1 1/2 mile.)	Service twelve times per week, to commence 1st January, 1864.— Mail to be conveyed on foot, on horseback or in a vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	Louis Poitras... Moise Leclerc... Louis Poitras	St. Jean Port Joli... do do	Nov. 27. " 10. " 8.	Nov. 27. " 11. " 9.	1. do 2. do 3. do	80 00 100 00 100 00	No. 1 accepted.
St. Louise & R.R. Station. (1 1/2 mile.)	Service twelve times per week, to commence 1st Jan., 1864.— Mail to be conveyed on foot. Proposed term of contract as above.	Oct. 17.	Nov. 27.	Fred. Lausier	St. Louise	Nov. 26.	Nov. 26.	1. do	40 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertising tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount proposed in Tender.	Observations.
St. Vallier and R.R. Station (2½ miles).	Service six times per week, to commence 1st January, 1864. Mail to be conveyed on foot, on horseback or in a vehicle. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1863. Oct. 17.	1863. Nov. 27.	Frs. Bélanger	St. Vallier	1863. Nov. 25.	1863. Nov. 25.	1	In conformity with terms of advertisement.	\$ 0 32½ p. trip.	Accepted.
Stanford & R. Station (¾ of a mile).	Service twelve times per week, to commence 1st Jan., 1864. Mail to be conveyed on foot. Proposed term of contract as above.	Oct. 17.	Nov. 27.	Jos. Martineau James Iluston	Stanford do	Nov. 24. " 20.	Nov. 26. " 20.	1 2	do do	30 00 80 00	No. 1 accepted.
Trois Saumons & R.R. Station (2 miles).	Service six times per week, to commence 1st Jan., 1864. Mail to be conveyed on foot in a vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	Frs. Raimond Ludger Tétu	St. Jean Port Joli Trois Saumons	Nov. 23. " 20.	Nov. 25. " 25.	1 2	do do	44 00 48 00	No. 1 accepted.
Village des Aulnais, St. Roch des Aulnais & R.R. Station (5 miles).	Service twelve times per week, to commence 1st Jan., 1864. Mail to be conveyed in a one-horse vehicle. Proposed term of contract as above.	Oct. 17.	Nov. 27.	Hilaire Lavéque Pierre Castonguay Guil. Pelletier	St. Roch des Aulnais do do	Nov. 18. " 24. " 25.	Nov. 26. " 25. " 25.	1 2 3	do do do	192 00 200 00 0 50	No. 1 accepted. per trip.
Warwick and R.R. Station (¾ of a mile).	Service twelve times per week, to commence 1st Jan., 1864. Mail to be conveyed on foot. Proposed term of contract as above.	Oct. 17.	Nov. 27.	L. T. Dorais	Tp of Warwick	Nov. 25.	Nov. 26.	1	do	0 06	per trip. Accepted.

Matane & Ste. Anne des Monts (5½ miles).	Service twice per week, to commence 1st Jan., 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 22.	Nov. 27.	Chrys. Bernier Frang. Dionne Louis H. Gosselin Chrys. Berrier Louis Roy	Matane do do do Cap Chat	Nov. 23. " 13. " 23. " 16. " 12.	Nov. 26. " 17. " 25. " 21. " 12.	1 2 3 4 5	do do do do do	600 00 650 00 624 00 700 00 900 00	No. 1 accepted.
Ashton and Prospect (6 miles).	Service six times per week, to commence 1st Jan., 1864. Mail to be conveyed on horseback or in a vehicle in summer, and in a cutter in winter. Proposed term of contract as above.	Oct. 23.	Dec. 4.	Hiram Sykes A. McFadden	Tp of Goulbura do	Dec. 1. Nov. 14.	Dec. 8. " 8.	1 2	do do	160 00 200 00	Both these tenders were received late, and the lowest of them was considered too high. Contract made with Mr. Sykes, at \$140 per annum.
Park Hill and R.R. Station (1½ of a mile).	Service six times per week; to commence 1st January, 1864. Mail to be conveyed on foot. Proposed term of contract as above.	Oct. 23.	Dec. 11.	John Gibbs W. K. Cornish	Park Hill do	Dec. 2. " 2.	Dec. 8. " 5.	1 2	do do	0 05 0 12	per trip. No. 1 accepted.
Thorndale and R.R. Station (1½ of a mile).	Service twelve times per week, to commence 1st Jan., 1864. Mail to be conveyed on foot. Proposed term of contract as above.	Oct. 23.	Dec. 11.	Thomas Harrison	Thorndale	Dec. 9.	Dec. 12.	1	do	0 12½	per trip. This tender was considered too high, and the Inspector was instructed to make some cheaper arrangement for the service.
Napierville and Stottsville (7 miles).	Service six times per week, to commence 1st January, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Oct. 26.	Nov. 27.	Jos. Plante N. Letourneau Wm. Stuart E. Courville	Napierville do do do	Nov. 23. " 20. " 9. " 6.	Nov. 26. " 25. " 25. Nov. 7.	1 2 3 4	do do do do	157 00 165 00 233 25 250 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service	Conditions stipulated by Department in advertising Service:—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Bromar and South Zorra. (3½ miles.)	Service twice per week, to commence 1st January, 1864. Mail to be conveyed on horseback. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1863. Nov. 2.	1863. Dec. 18.	Wm. Burk. Andrew McKay. Jno. Forbes, Jr.	Last Zorra. West Zorra.	1863. Dec. 3. " 14. " 16.	1863. Dec. 3. " 14. " 16.	1 2 3	1 In conformity with terms of advertisement.	\$ 45 00 48 00 60 00	No. 1 accepted.
Chippawa and Clifton. (6 miles.)	Service six times per week, to commence 1st January, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Nov. 2.	Dec. 18.	Winsor Chase. F. Lauzon, Sr.	St. Catharines. Chippawa.	Dec. 10. " 12.	Dec. 13.	1 2	do do	296 00 391 25	No. 1 accepted.
Clifton and Niagara. (15 miles.)	Service six times per week, to commence 1st January, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Nov. 2.	Dec. 18.	Winsor Chase. Thos. Humphries. Geo. D. Prost. James Wynn. Thos. Greeno. Chas. Wadsworth. Andrew Putnam. Thos. Hiscott. Alex. Gibson. Joshua Jepson.	St. Catharines. Queenston. do do do do Niagara. Twp of Niagara. Chippawa. Clifton.	Dec. 10. " 11. " 11. " 12. Nov. 25. Dec. 8. " 5. " 10. " 10. " 16.	Dec. 13. " 13. " 13. " 13. " 2. " 2. Dec. 10. " 10. " 16.	1 2 3 4 5 6 7 8 9 10	do do do do do do do do do do	400 00 500 00 600 00 695 00 700 00 704 25 980 00 749 00 780 00 780 00	No. 1 accepted. Tenders Nos. 8, 9 and 10 are for this service and the preceding, taken together.
Edgecombe and Poole. (6½ miles.)	Service three times per week, to commence 1st January, 1864. Mail to be conveyed on horseback or otherwise, as required. Proposed term of contract as above.	Nov. 2.	Dec. 18.	Christian Galké. Jas. G. Kines. David Matthews. John Maywood. Geo. Shearer.	Poole. do do Twp of Mornington. Musselburgh.	Dec. 15. Nov. 30. Dec. 5. Nov. 25. Dec. 2.	Dec. 18.	1 2 3 4 5	do do do do do	75 00 90 00 117 00 150 00 195 00	No. 1 accepted.
Komoka and R. R. Station. (1 mile.)	Service twelve times per week, to commence 1st January, 1864. Mail to be conveyed on foot. Proposed term of contract as above.	Nov. 2.	Dec. 18.	O. D. Maybee. John Stevenson.	Komoka. do	Dec. 12. Nov. 20.	Dec. 17. Nov. 25.	1 2	do do	0 20 0 25	No. 1 accepted. [1 was considered too high. Contract afterwards made with Mr. Maybee at 14 cts. per trip.
Musselburgh and Poole. (4 miles.)	Service three times per week, to commence 1st January, 1864. Mail to be conveyed on horseback or otherwise, as required. Proposed term of contract as above.	Nov. 2.	Dec. 18.	James G. Kines. David Matthews. Geo. Shearer.	Poole. do Musselburgh.	Nov. 30. Dec. 5. " 2.	Dec. 9. " 6.	1 2 3	do do do	40 00 40 00 40 00	Reduced tender from Mr. Matthews, at \$34, accepted.
Oban and R. R. Station. (3 miles.)	Service six times per week, to commence 1st January, 1864. Mail to be conveyed on horseback. Proposed term of contract as above.	Nov. 2.	Dec. 18.	Wm. Carrick.	Sarnia Twp.	Dec. 9.	Dec. 13.	1	do	120 00 0 38½	Accepted. per trip.
Ossian and Sarnia. (23 miles.)	Service once per week, to commence 1st January, 1864. Mail to be conveyed on horseback or otherwise, as required. Proposed term of contract as above.	Nov. 2.	Dec. 18.	D. W. Millikin. Jas. Simpson, jr. Andrew Hoessie. F. Carruthers. Wm. Aitken.	Sarnia Twp. do Twp of Moore. Twp of Sarnia. do	Dec. 11. " 11. " 7. " 16.	Dec. 16. " 16. " 10. " 19.	1 2 3 4 5	do do do do do	75 00 97 00 118 00 145 00 175 00	No. 1 accepted.
Princeton and R. R. Station. (½ of a mile.)	Service twenty-four times per week, to commence 1st Jan., 1864. Mail to be conveyed on foot. Proposed term of contract as above.	Nov. 2.	Dec. 18.	Sanford Yale.	Princeton.	Dec. 10.	Dec. 10.	1	do	0 08	Accepted. per trip.
Watford and R. R. Station. (1 ½ miles.)	Service twelve times per week, to commence 1st January, 1864. Mail to be conveyed on foot. Proposed term of contract as above.	Nov. 2.	Dec. 18.	Saml. Anderson.	Watford.	Dec. 9.	Dec. 13.	1	do	0 17	This tender was considered too high. A contract was made with Mr. Jas. Merry, the former contractor, at \$52 p. an.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertising for tenders.	Date of reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Kirkfield and Woodville. (16 miles.)	Service three times per week, to commence 1st February, 1864. Mail to be conveyed on horse-back or in a vehicle in summer, and in a cutter in winter. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1863. Nov. 2.	1864. Jan. 8.	Donald Munro. A. S. Campbell. Jno. G. Campbell. Archd. Ray, Jr. Archd. Smith. Jno. Marsh. Thos. Morrison. Steph. A. Ferguson. Gilbert McAlpine. And. McPherson. Walker Coulthard. Jacob P. Wood.	Eldon. Thorbh. Eldon. Tp of Eldon. Eldon. do. Tp of Eldon. Woodville. Woodville. Tp of Eldon. Tp of Mariposa. Maull. Woodville.	1863. Dec. 26. " 18. " 31. " 8. " 23. 1864. Jan. 5. " 2. 1863. Dec. 19. " 2. " 25. " 10. Dec. 28. " 12. " 31.	1863. Dec. 26. " 18. " 31. " 8. " 23. 1864. Jan. 5. " 2. 1863. Dec. 19. " 2. " 25. " 10. Dec. 28. " 12. " 31.	1 2 3 4 5 6 7 8 9 10 11 12	In conformity with terms of advertisement.	\$ 118 00 176 00 193 00 191 00 195 00 193 00 200 00 200 00 220 00 230 00 217 00 303 00	No. 2 accepted, No. 1 being unsatisfactory.
Banda and Stayner. (13 miles.)	Service three times per week, to commence 1st February, 1864. Mail to be conveyed on horse-back or in a vehicle, at option of Contractor. Proposed term of contract as above.	Nov. 2.	Jan. 8.	Walter Campbell. John Jackson. Pak. McSherry. Robt. Ross, Jr.	Nottawasaga. Stayner. do. do.	Dec. 18. 1864. Jan. 2. " 5. " 6.	Dec. 18. 1864. Jan. 2. " 5. " 6.	1 2 3 4	do	140 00 150 00 180 00 200 00	No. 1 accepted.
Isle aux Noix and Stottville. (3 1/2 miles.)	Service six times per week, to commence 1st January, 1864. Mail to be conveyed in a vehicle and in a boat. Proposed term of contract as above.	Nov. 4.	Dec. 4.	L. C. Rogner, Jr. T. Martin. Joseph F. Côté. J. F. Côté.	St. Valentin. do. do. do.	1863. Dec. 1. Nov. 28. " 16. " 14.	1863. Dec. 2. Nov. 17. Dec. 2.	1 2 3 4	do	0 37 0 37 1/2 187 00 313 00	Per trip. No. 1 " " [accepted].

Riceburg and Stanbridge East. (1 1/2 miles.)	Service three times per week, to commence 1st Jan. 1864. Mail to be conveyed in a vehicle or on foot, at option of Contractor. Proposed term of contract as above.	Nov. 4.	Dec. 4.	Martin Rice.	Riceburg.	Nov. 24.	Nov. 29.	1	do	52 00	Accepted.
St. Antoine & St. Denis. (1 mile.)	Service six times per week, to commence 1st Jan., 1864. Mail to be conveyed in a snow in summer, and in a vehicle or on foot in winter. Proposed term of contract as above.	Nov. 4.	Dec. 4.	Michel Laprise.	St. Denis.	Dec. 2.	Dec. 4.	1	do	72 00	This tender was considered too high; it was afterwards reduced to \$60, and accepted at that rate.
St. Charles & St. Marc. (1 mile.)	Service six times per week, to commence 1st Jan., 1864. Mail to be conveyed in a snow in summer, and in a vehicle or on foot in winter. Proposed term of contract as above.	Nov. 4.	Dec. 4.	Ant. Desjardins. Calixte Jeannotte.	St. Marc.	Nov. 30. " 30.	Dec. 2. " 2.	1 2	do	40 00 60 00	No. 1 accepted.
Danville & St. George do Windsor. (9 miles.)	Service twice per week, to commence 1st Jan., 1864. Mail to be conveyed in a vehicle or on horse-back. Proposed term of contract as above.	Nov. 26.	Dec. 24.	Fred. Dalton. H. R. Benoit. D. H. Burbank. Wm. Poulter. Wm. Youffer.	Danville. St. Geo. Windsor Danville Tp of Shipton. do	Dec. 21. " 19. " 21. " 21. " 21.	Dec. 23. " 23. " 23. " 23.	1 2 3 4 5	do	40 00 50 00 75 00 83 00 110 00	No. 1 accepted. No. 5 informal.
Danville and St. Patrick's Hill. (8 miles.)	Service three times per week, to commence 1st Jan., 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Nov. 26.	Dec. 24.	Fred. Dalton. D. H. Burbank. John McManus. Wm. H. Burbank. John McManus. Robert Riddle.	Danville. do do do do Tp of Shipton.	Dec. 21. " 22. " 17. " 11. " 15. " 18.	Dec. 23. " 23. " 16. " 16.	1 2 3 4 5 6	do	60 00 100 00 100 00 115 00 117 00 125 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertisement.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Goderich and Kincardine. (36 miles.)	Service six times per week, to commence 1st Feb., 1864. Mail to be conveyed in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1863. Dec. 1.	1864. Jan. 22.	Edwin Woodbury	Kincardine.	1864. Jan. 14.	1864. Jan. 14.	1	In conformity with terms of advertisement.	\$ 975 00	No. 1 accepted.
				Philo G. White.	Lutcknow.	" 13.	Jan. 19.	2		1280 00	
				Albert M. Polley.	Goderich.	" 11.	" 15.	3		1345 00	
				Robert Reed and Robert Walker.	Kincardine.	" 13.		4		1373 00	
				George Sturgess.	do	Dec. 31.		5		1500 00	
				Nicholas Doyle.	Goderich.	1864. Jan. 8.		6		1697 00	
				Thomas Grundy.	Tp of Colborne.	1863. Dec. 19.		7		1919 00	
				William Stotts.	Goderich.	" 7.		8		1955 00	
				H. McConnell and John Campbell.		" 26.	Jan. 1.	9		2300 00	
Queensville & Ravenshoe. (6 miles.)	Service twice per week, to commence 1st March, 1864. Mail to be conveyed on foot, on horseback or in a vehicle. Proposed term of contract as above.	1864. Dec. 14.	Feb. 5.	J. W. Gardonier.	E. Gw Ilmlbury.	1864. Jan. 21.	Jan. 26.	1	do	50 00	No. 1 accepted.
				John A'kinson, Sr.	do	" 14.	" 19.	2		80 00	
Alport and Muskoka Falls (8 miles.)	Service once per week, to commence 1st March, 1864. Mail to be conveyed on foot, on horseback or in a vehicle. Proposed term of contract as above.	1863. Dec. 14.	Feb. 5.	Wm. Hanna.	Muskoka Falls.	1863. Jan. 28.	Feb. 3.	1	do	52 00	Accepted.

Guelph and Osprings. (13 miles.)	Service three times per week, to commence 1st March, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	1863. Dec. 14.	Feb. 5.	David Cargill.	Osprings.	1864. Jan. 26.	Jan. 30.	1	do	140 00	No. 1 accepted.
				Jno. Fietling.	do	" 21.	" 21.	2		150 00	
				Joseph Hardley.	Tp of Erin.	" 26.	" 31.	3		170 00	
				Michael Lyons.	Osprings.	" 22.		4		180 00	
Granby and Roxton Falls. (16 miles.)	Service twice per week, to commence 1st February, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	1863. Dec. 15.	Jan. 15.	Dominic Lagarde.	Roxton Falls.	1864. Jan. 11.	Jan. 15.	1	do	140 00	Reduced tender from Mr. Lagarde, at \$134.52c., accepted.
				Prudent Racine.	do	" 13.		2		140 00	
				F. X. Desautels.	Tp of Roxton.	" 11.		3		149 00	
				J. Dc. Ehl.	Roxton Falls.	Jan. 10.		4		160 00	
				Onesime Richer.	Tp of Roxton.	Jan. 11.		5		190 00	
				John McLean.	Roxton Falls.	" 11.		6		200 00	
Lawrenceville and North Stukeley. (4 miles.)	Service three times per week, to commence 1st February, 1864. Mail to be conveyed in a vehicle or otherwise. Proposed term of contract as above.	1863. Dec. 15.	Jan. 15.	Louis Messin.	N. Stukeley.	1863. Jan. 14.	Jan. 7.	1	do	74 88	No. 1 accepted.
				Joseph Gendron.	do	Dec. 1863.	" 5.	2		79 00	
Campbellford and Brighton. (20 miles.)	Service three times per week, to commence 1st March, 1864. Mail to be conveyed in a public or other vehicle. Proposed term of contract as above.	1864. Dec. 18.	Jan. 22.	Thos. Hewitt.	Brighton.	1864. Jan. 22.	Jan. 27.	1	do	155 00	No. 1 accepted.
				Peter J. Weaver.	Rawdon.	" 18.		2		198 00	
				Edward Howard.	Fredrickshburgh.	" 20.	Jan. 26.	3		270 00	
				Alex. Massie.	Campbellford.	" 20.	" 20.	4		280 00	
				James Campbell.	Trenton.	Jan. 21.		5		295 00	
				Wm. P. Wade.	Brighton.	" 19.	Jan. 23.	6		300 00	
				Dan. Collins, Jr.	Campbellford.	" 23.	" 23.	7		530 00	
				Henry Phillips.	Stirling.	" 22.		8		369 00	No. 9 informal.
				Geo. Willman.	Stirling.	" 11.		9		473 00	This tender is for the two services, Campbellford & Brighton, and Campbellford & Stirling, taken together.
				Robert Ceck.	Seymour.	" 12.	Jan. 26.	10			

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertisement.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Campbellford and Stirling (17 miles).	Service three times per week, to commence 1st March, 1864. Mail to be conveyed on horseback or in a vehicle in summer, and in a cutter in winter. Proposed term of contract four years, with actual reservation in favor of Postmaster General.	1863. Dec. 18.	P. J. Weaver. Alex. Massie. Edward Howard. Robt. Cook. G. A. Inaudon. Henry Phillips. Robt. Cook.	Rawdon Campbellford Cunrway Seymour do Stirling Seymour	1864. Jan. 18. " 20. " 21. " 22. " 22.	1864. Jan. 21. " 20. " 27. " 26. " 23. " 23. " 22.	1 2 3 4 5 6 7	In conformity with terms of advertisement.	\$ cis. 198 00 240 00 223 00 273 00 290 00 247 00 473 00	No. 1 accepted. No. 7 is a tender for the two services, Brighton and Campbellford, and Campbellford and Stirling taken together.
Coburn and Rosneath (20 miles).	Service three times per week, to commence 1st March, 1864. Mail to be conveyed in a public or other vehicle. Proposed term of contract as above.	1864. Jan. 29.	Anon McDonald. Wm. Brown, Jr. David McRoberts Wm. Robinson John McRoberts Geo. Barkell Joshua Hicks Charles Peirson George Harper	Alnwick do do do do do do Percy Alnwick	Jan. 25. " 20. " 25. " 22. " 25. " 21. " 18. " 20. " 21.	Jan. 27. " 26. " 27. " 27. " 20. " 24. " 22. " 20. " 21.	1 2 3 4 5 6 7 8 9	do	160 00 199 00 200 00 221 00 228 00 290 00 290 00 300 00 310 00	No. 2 accepted, No. 1 being unsatisfactory.
Colborne and Norwood (31 miles).	Service six times per week, to commence 1st March, 1864. Mail to be conveyed in a public or other vehicle. Proposed term of contract as above.	1864. Dec. 18.	John V. Griffiths D. D. Scott and John Merrill Edward Howard Denis Connolly Robt. Richardson Stanhope Fleming P. M. Grover A. T. Mayhew James H. Kinney	Colborne Cramahoe Cramahoe Fredericksburgh do do do do do do do	Jan. 25. " 25. " 28. " 28. " 20. Jan. 23. " 25. " 20. " 27.	Jan. 27. " 27. " 26. " 31. " 20. Jan. 23. " 25. " 27. " 27. " 27.	1 2 3 4 5 6 7 8 9	950 00 990 00 1000 00 1021 00 1075 00 1200 00 1200 00 1400 00 1475 00	No. 1 accepted. No. 4 received late. No. 7 informal.	

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertisement.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Chatsworth and Orangeville (59 miles).	Service twice or three times per week, according to decision of the Postmaster General, after reception of the tenders; to commence 1st April, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	1864. Dec. 18.	Edward Harrison Appl. Nesbitt Jas. Grabanes Jno. Fleming Hugh Haley James Brown Jno. P. Coulson Donald McDuffie Jno. P. Coulson Robt. Trimble Wm. J. Lewis Robt. Borsfield	Artemesia Orangeville do do do do do do do do do do do	Mar. 2. Feb. 23. " 26. " 27. " 27. " 27. " 26. " 12. " 23. " 12. " 18. " 3. " 4. " 11. " 12.	Mar. 7. Feb. 27. " 1. " 3. " 4. " 4. " 3. " 3. " 27. " 18. " 18. " 3. " 4. " 11. " 12.	1 2 3 4 5 6 7 8 9 10 11 12	do	Twice 3 times p. week. p. week. 460 00 473 92 599 00 500 00 642 00 558 00 690 00 880 00 690 00 890 00 891 00 745 00 790 00 1190 00 1400 00 1600 00	No. 1 accepted for semi-weekly service.
Stouffville and Toronto (28 miles).	Service six times per week, to commence 1st March, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	1864. Dec. 22.	Jno. Raymer	Stouffville	Feb. 8.	Feb. 11.	1	do	550 00	Tender not accepted.
Fox River and Ste. Anne des Monts (108 miles).	Service once per week, to commence 1st April, 1864. Mail to be conveyed on foot or on horseback. Proposed term of contract as above.	1864. Dec. 31.	J. B. Sasayville Jean G. Lepage	Ste. Anne	Feb. 17. " 17.	Feb. 23. " 23.	1 2	do	560 00 550 00	No. 1 accepted.
Gaspé Basin and Percé (36 miles).	Service twice per week, to commence 1st April, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	1864. Dec. 31.	Geo. S. Coffin Benj. Coffin Felix K. Coffin Benj. Coffin Charles Robson James Coffin John Buyle Jawr. Ceggrave Jao. T. Moriarty	Gaspé Anso aux Cousins Gaspé Basin do Donglastern Anso aux Cousins Gaspé Basin do Percé	Feb. 9. " 16. " 17. " 2. Jan. 23. " 23. " 27. " 23. Feb. 8.	Feb. 22. " 29. " 17. " 14. " 5. " 6. " 7. " 6. " 17.	1 2 3 4 5 6 7 8 9	480 00 476 00 495 00 496 00 500 00 520 00 539 20 510 00 560 00	No. 1 accepted, No. 2 received late.	
Altona and Edmonton (24 miles).	Service three times per week, to commence 1st April, 1864. Mail to be conveyed on foot, on horseback or in a vehicle. Proposed term of contract as above.	1864. Jan. 1.	Wm. Moody Wm. Sharp M. Silverthorn Ed. Humphreys	Edmonton Altona Chinguaousy Edmonton	Mar. 1. Feb. 26. " 13. " 23.	Mar. 4. Feb. 28. " 3. " 27.	1 2 3 4	do	39 50 40 00 48 00 68 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertising tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Arthur and Monck. (9 miles).	Service once per week, to commence 1st April, 1864. Mail to be conveyed on foot or in a vehicle. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1864. Jan. 1.	1864. Mar. 4.	Geo. Brain.....	Tp of Luther.....	1864. Feb. 22.	1864. Feb. 27.	1	In conformity with terms of advertisement.	\$ 50 00	No. 1 accepted.
Bradford and Deerhurst. (5 miles).	Service twice or three times per week, to commence 1st April, 1864. Mail to be conveyed on foot, on horseback or in a vehicle. Proposed term of contract as above.	Jan. 1.	Mar. 4.	James Tindall..... Thos. F. Gibson..... J. G. Fiegelsen.....	W. Gwillimbury..... do..... do.....	Feb. 13. " 15. " 25.	Feb. 19. " 21. Feb. 28.	1 2 3	..... do do Stipulates that Deerhurst be the starting pt. for the mail.	Twice p. week 48 00 No. 1 accepted for tri-weekly service 75 00 60 00	
Goodwood and Stouffville. (6 miles).	Service twice per week, to commence 1st April, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 1.	Mar. 4.	Jno. Brownlee..... Jno. White..... Wm. McGill.....	Stouffville..... do..... do.....	Feb. 24. " 20. " 29.	Feb. 27. " 24. " 28.	1 2 3	In conformity with terms of advertisement.	39 00 50 00 59 50	No. 1 accepted.
Flora and West Woolwich. (4 miles).	Service twice per week, to commence 1st April, 1864. Mail to be conveyed on foot, on horseback or in a vehicle. Proposed term of contract as above.	Jan. 1.	Mar. 4.	Isaac Devitt..... John Mackie..... Henry Christian Emira..... Conrad Rait..... Jno. Mackie.....	Flora..... do..... do..... do..... Flora.....	Feb. 23. " 20. Feb. 25. " 20. Jan. 28.	Feb. 27. " 24. " 28. " 26. " 16.	1 2 3 4 5	..... do do do do do	34 00 35 00 38 00 39 00 40 00	No. 1 accepted.

Milliken and Unionville. (3 miles.)	Service twice per week, to commence 1st April, 1864. Mail to be conveyed on foot, on horseback or in a vehicle. Proposed term of contract as above.	Jan. 1.	Mar. 4.	Wm. Gorvett.....	Milliken.....	Feb. 10.	Feb. 18.	1	..... do	40 00	No. 1 accepted.
Kirkwall and Rockton. (15 miles.)	Service three or six times per week, to commence 1st April, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 1.	Mar. 4.	Edwin Moore..... Jos. T. Smith..... Wm. Armstrong..... Adam Armstrong..... Thos. White..... Jno. Cronan.....	Rockton..... do..... do..... Tp of Beverly..... do..... Rockton.....	Feb. 29. " 5. Jan. 27. " 30. Feb. 4. Feb. 5. " 18.	Mar. 1. " 2. Jan. 31. " 4. " 10. " 24.	1 2 3 4 5 6 do do do do do do	3 times p. week. 180 00 90 00 100 00 115 00 120 00 125 00 120 00	No. 1 accepted for tri-weekly service. 200 00 230 00 249 00 200 00 232 00	
Myrtle and Stouffville. (18 miles.)	Service six times per week, to commence 1st April, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 1.	Mar. 4.	Jno. McGill..... Wm. McGill..... Alex. Whitehead..... Jno. Brownlee..... G. R. Vanzant..... Jno. White.....	Stouffville..... do..... Tp of Beach..... Stouffville..... do..... do.....	Feb. 27. " 25. " 9. " 24. " 23. " 20.	Mar. 2. Feb. 28. " 23. " 27. " 28. " 24.	1 2 3 4 5 6 do do do do do do	315 00 375 00 350 00 389 00 424 00 410 00	No. 1 accepted.	
Newmarket R.R. Station. (4 miles.)	Service daily as often as required, to commence 1st April, 1864. Mail to be conveyed on foot or in a vehicle. Proposed term of contract as above.	Jan. 1.	Mar. 4.	Park. Farley..... Park. Blight.....	Newmarket..... do.....	Mar. 1. Feb. 29.	Mar. 4. " 3.	1 2	..... do do	0 43 54 00	per trip. No. 2 accepted as being the lowest.
Toronto and Yorkville. (11 miles.)	Service twelve times per week, to commence 1st April, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 1.	March 4.	James Penock..... James Mink..... H. W. Smallpiece..... Geo. J. Williams..... Wm. Jno. Eagen..... Wm. Eagan..... Francis Riddell..... Wm. Crown..... H. Brownlee..... John Martin..... Jno. P. Bond..... Jno. Locke..... Wm. Jas. Allen.....	Toronto..... do..... Yorkville..... Toronto..... Yorkville..... do..... Toronto..... Yorkville..... Toronto..... do..... do..... Yorkville..... Toronto.....	Feb. 27 " 17 March 1 March 3 " 26 " 27 March 1 " 6 March 1 " 7 Feb. 22 " 22 " 22 March 1 " 11 Feb. 16 " 29	March 1 " 2 " 3 " 4 " 5 " 6 " 7 " 8 " 9 " 10 " 11 " 12 " 13	1 1 2 3 4 5 6 7 8 9 10 11 12 13	..... do do do do do do do do do do do do do	95 00 120 00 120 00 120 00 123 00 128 00 180 00 199 50 240 00 280 00 281 25 775 00 800 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertising tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender by T. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
London and Windsor (13 miles.)	Service six times per week, to commence 1st April, 1864. Mail to be conveyed in a vehicle. Proposed term of contract, four years, with usual reservation in favour of Postmaster General.	1864. Jan. 1.	March 4.	A. F. Moore. H. Martin. Geo. H. Hancock. James Potts.	Biddulph. Amiens. London. do.	1864. Feb. 22 " 25 " 25 " 24	26 28 23 28	In conformity with terms of advertisement.	\$ cts. 1000 00 1199 00 1389 00 1449 75	No. 1 accepted.
Brownsville and Ingersoll (18 miles.)	Service three times per week, to commence 1st April, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 4.	March 4.	Wm. Hall. James Cook. Wm. Burton. Thos. Cassidy. James Sibbald. Edwin Doy. Joseph Moulton.	Ingersoll. Aven. Sweaburg. Tp of Dereham. W. Oxford. Ingersoll. Brownsville.	Feb. 23 " 24 " 29 " 17 " 29 " 4 " 1	28 1 3 4 5 6 7	do	221 00 290 00 290 00 295 00 300 00 359 00 340 00	No. 1 accepted. No. 4 informal.
Crinan and Wardsville (74 miles.)	Service once per week, to commence 1st April, 1864. Mail to be conveyed on horseback or otherwise, at option of Contractor. Proposed term of contract as above.	Jan. 4.	March 4.	Duncan McInlyre.	Aldbore.	Feb. 15	19	do	46 00	Accepted.
Delaware and Mount Brydges (3 miles.)	Service six times per week, to commence 1st April, 1864. Mail to be conveyed on horseback or otherwise, as required. Proposed term of contract as above.	Jan. 4.	March 4.	Geo. W. Rawlings. Sam. Mordan. Leonhard Karl.	Delaware. do do	Feb. 25 " 27 " 17	28 3 19	do	120 00 145 00 150 00	No. 1 accepted.

Dingle and Grey (10 miles.)	Service twice per week, to commence 1st April, 1864. Mail to be conveyed on horseback or otherwise, as required. Proposed term of contract as above.	Jan. 4.	March 4.	Louehin McNeil. Wm. Fulton. Wm. Grant. James Tuck. Wm. Mooney.	Tp of Grey. Grey. Ainlayville. Grey. Dingle.	Feb. 27 " 20 " 20 " 20 " 20	March 2 26 26 28 24	1 1 3 4 5	do	94 00 99 00 125 00 130 00 135 00	No. 1 accepted.
Kirkton and St. Marys (10 miles.)	Service three times per week, to commence 1st April, 1864. Mail to be conveyed on horseback or in a vehicle, as required. Proposed term of contract as above.	Jan. 4.	March 4.	Eli Birch. James Dudley. Wm. Pricey. Thos. Johnston. Wm. Currie. Jno. C. Wilson. David White. Dan. McVannell. James Eaton.	St. Marys. do Co. Huron. St. Marys. Kirkton. Blanshard. Kirkton. Blanshard. Blanshard. James Eaton.	Feb. 17 " 18 " 9 " 27 " 19 " 5 " 22 " 29	Feb. 26 22 13 March 2 Feb. 24 " 5 " 26 " 29	1 2 3 4 5 6 7 8 9	do	147 00 148 00 148 00 149 00 150 00 150 00 150 00 170 00 165 00	No. 1 accepted. No. 1 accepted.
London and Williams (25 miles.)	Service three times per week, to commence 1st April, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 4.	March 4.	Geo. H. Hancock. H. Munger. Jno. Latta. Peter Burr. Arch. Noble. Wm. Farris. W. H. Fraser.	London. Amiens. Clinton. London. Nairn. London. do	Feb. 24 " 25 " 22 " 18 " 1 " 11	Feb. 24 26 26 26 5 6 13	do	299 50 312 00 319 00 382 00 400 00 468 00 491 00	No. 1 accepted.	
South Zorra and Woodstock (6 miles.)	Service six times per week, to commence 1st April, 1864. Mail to be conveyed on horseback. Proposed term of contract as above.	Jan. 4.	March 4.	Gilbert Matheson. Charles Coote. Hector McKinzie. N. R. Edwards.	Woodstock. do do do	March 1 " 9 " 27 " "	1 2 3 4	do	103 00 110 00 156 00 200 00	No. 1 accepted.	
Athol and Martintown (19 miles.)	Service twice per week, to commence 1st April, 1864. Mail to be conveyed on horseback or in a wagon in summer, and in a sleigh in winter. Proposed term of contract as above.	Jan. 15.	Feb. 20.	Jno. Fisher. Jno. McGregor.	Athol. do	Feb. 20 " 19	24 2	do	103 00 150 00	No. 1 accepted.	

Mail Tender Register—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertising for tenders.	Date of reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender by P. M. General.	No. of Tenders.	Terms proposed in Tender.	Amount per annum proposed to Tender.	Observations.
1 Martintown. (13 miles.)	Service six times per week, to commence 1st April, 1864. Mail to be conveyed on horseback or in a vehicle in summer, and in a cutter in winter. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1864. Jan. 15	1864. Feb. 26	Jno. McCallum..... M. McMurrin..... Hugh McMillan.. St. Andrews.....	Martintown..... do St. Andrews.....	1864. Feb. 22 " " 26	1 2 3	1 In conformity with terms of advertisement.	\$ cts. 250 00 230 00 469 50 No. 3 received late.	No. 1 accepted.
192 Dickinson's Landing and Farran's Point. (5 miles.) Woodlands and Orna-bruck Centre. (4 miles.)	Service six times per week between Dickinson's Landing and Farran's Point, and three times per week between Woodlands and Orna-bruck Centre; to commence 1st April, 1864. Mail to be conveyed on horseback or in a vehicle in summer, and in a cutter in winter. Proposed term of contract as above.	Jan. 15.	Feb. 26.	Wm. Hoople..... W. L. Stonehamer Wm. E. Miller..... Willard Hutchins Thos. E. Johnson.. Geo. R. Mass..... Simon P. Bush.... John Farran.....	Dickinson's Landing..... do do do do Tip of Orna-bruck do	Feb. 22. " 21. " 11. " 22. " 24. " 19. " 22. " 13. " 17.	1 2 3 4 5 6 7 8	1 do	150 00 150 00 158 00 150 00 195 00 231 02 only reduced his to \$145. 250 00 207 00	A reduced tender from Mr. Stonehamer (No. 2) at \$144, accepted. Mr. Hoople only reduced his to \$145.
Kingston and Cape Vincent. (11 miles.)	Service six times per week, and once per week in addition with British Mails when required, to commence 1st April, 1864. Mail to be conveyed in a steamboat or row-boat and in a wagon during season of navigation, and, when the channels are frozen, in a sleigh or cutter. Proposed term of contract as above.	Jan. 15.	Feb. 26.	Geo. Dawson..... Hugh Cuskey..... Dexter Hinckley.. Thos. B. Horn..... Richard Davis..... Tarance Kane..... John Muckian..... Philo D. Bennett.. Robert Makus..... Absalom Riggs.... N. W. Horne..... C. Hinckley.....	Wolfe Island..... do do do do do do do Kingston..... Wolfe Island..... do do	Feb. 18. " 23. " 27. " 21. " 20. " 12. " 23. " 25. " 19. " 22. " 21. " 18. " 20.	1 2 3 4 5 6 7 8 9 10 11 12 13	1 do	439 09 445 00 449 00 450 00 470 00 475 00 525 00 550 00 575 00 600 00 600 00 600 00	No. 1 accepted.

Elphin and Lanark. (14 miles.)	Service twice per week, to commence 1st April, 1864. Mail to be conveyed on horseback or in a wagon in summer, and in a cutter in winter. Proposed term of contract as above.	Jan. 15.	Feb. 26.	J. Henderson, Jr. James Bowes..... John Robertson... Noble Bennett.... Duncan McLaren.. J. M. G. Hall..... Andrew G. Craig	Lanark..... do do do do do do	Feb. 22. " 20. " 25. " 24. Feb. 22. " 22. Feb. 25. " 25. " 25.	1 2 3 4 5 6 7	1 do	200 00 214 50 230 00 240 00 240 00 244 00 300 00	No. 1 accepted.
Lancaster and Summers-town. (6 miles.)	Service three times per week, to commence 1st April, 1864. Mail to be conveyed on horseback or in a vehicle in summer, and in a cutter in winter. Proposed term of contract as above.	Jan. 15.	Feb. 26.	Donald Ross.....	Lancaster.....	Feb. 22.	1	1 do	78 00	Accepted.
McDonald's Corners and St. Raphael. (2 miles.)	Service six times per week, to commence 1st April, 1864. Mail to be conveyed on foot or otherwise, at option of Contractor. Proposed term of contract as above.	Jan. 15.	Feb. 26.	John C. Masson... Allan McDonald..	N. Lancaster..... St. Raphael.....	Feb. 4. " 19.	1 2	1 do	50 00 60 00	No. 1 accepted.
McDonald's Corners and North Lan- castre. (3 miles.)	Service six times per week, to commence 1st April, 1864. Mail to be conveyed on horseback or otherwise, at option of Contractor. Proposed term of contract as above.	Jan. 15.	Feb. 26.	John G. Masson... D. McPherson.....	N. Lancaster..... Tip of Charlotten- burgh.....	Feb. 4. " 19.	1 2	1 do	90 00 140 00	No. 1 accepted.
Iroquois and R.R. Station. (1 mile.)	Service twenty-four times per week, to commence 1st April, 1864. Mail to be conveyed on horseback or in a vehicle, at option of Contractor. Proposed term of contract as above.	Jan. 15.	Feb. 26.	Robert Lowery... R. Dillabough... J. Gordon Brouse	Iroquois..... do do	Feb. 23. " 22. " 23.	1 2 3	1 do	0 07 1/2 p. trip. 0 12 p. trip. 0 12 1/2 p. trip.	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertisement.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
East Framp-ton and Ste. Claire. (12 miles.)	Service three times per week, to commence 1st April, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1864. Jan. 21.	1864. Mar. 11.	Evs. Lamontagne, James Kennedy.	Ste. Claire, E. Frampton.	1864. March 9. " 10.	1864. Mar. 11. " 10.	1 2	1 In conformity with terms of advertisement.	116 00 120 00	No. 1 accepted.
Rivière du Loup and Ste. Edmunston. (78 miles.)	Service three times per week, to commence 1st April, 1864. Mail to be conveyed in a two-horse stage, subject to the approval of the Postmaster General, and at a speed of six miles per hour. Proposed term of contract as above.	Jan. 21.	Mar. 11.	John Hartt, W. R. Newcombe, Vital Hébert, George Pelletier, Antoine G. Côté, Louis Bellemare.	Edmunston, Andover, Edmunston, Riv. du Loup, do, do.	March 4.	Mar. 11.	1 2 3 4 5 6	do do do do do do	1395 00 1870 00 2340 00 2800 00 2800 00 3000 00	No. 1 unsatisfactory. No. 2 accepted.
Pembroke and Petawawa. (10 miles.)	Service once per week, to commence 1st April, 1864. Mail to be conveyed on horseback or in a vehicle in summer, and in a cutter in winter. Proposed term of contract as above.	Jan. 22.	March 4.	Robert Law, Charles Young.	Top of Buchanan, Petawawa.	Feb. 20. Feb. 22.	Feb. 20. Mar. 2.	1 2	do do	75 00 83 00	These Tenders were considered too high; a contract was afterwards made with Mr. Chas. Young at \$45 per annum.
Pendleton, Plantagenet, and Brown's Wharf. (10 miles to Plantagenet, 15 miles to Brown's Wharf.)	Service six times per week between Pendleton and Brown's Wharf, in summer, and three times per week between Pendleton and Plantagenet, in winter; to commence 1st May, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 22.	March 4.	J. M. C. Delesdriers, Joseph Laroque.	Pendleton, Top of N. Plante-genet.	Feb. 27. " 24.	Mar. 2. " 1.	1 2	do do	200 00 300 00	This Tender was considered too high; a contract was made with Mr. Delesdriers at \$210 per annum.

Grenville and Hawkesbury. (2 miles.)	Service twelve times per week during season of navigation, to commence upon opening of navigation, '64. Mail to be conveyed in boat or canoe. Proposed term of contract as above.	Jan. 22.	Mar. 4.	Albert Hershey, Gabriel Bergeron.	Hawkesbury, do.	Feb. 10. " 16.	Feb. 25. " 20.	1 2	do do	119 00 128 00	No. 1 accepted.
Fitzroy Harbour & Kinburn. (10 miles.)	Service six times per week, to commence 1st April, 1864. Mail to be conveyed on horseback or in a vehicle in summer, and in a cutter in winter. Proposed term of contract as above.	Jan. 22.	Mar. 4.	James Farrell, James Wark, Wm. Kyle.	Fitzroy Harbour, do, do.	Feb. 27. " 20. " 27.	Mar. 1. " 3.	1 2 3	do do do	178 00 212 00 240 00	No. 1 accepted.
Cumberland & Buckingham Ste. Wharf. (1 mile.)	Service twelve times per week during season of navigation, to commence on opening of navigation. Mail to be conveyed in a boat or canoe. Proposed term of contract as above.	Jan. 22.	Mar. 4.	Francis Tonloffe, G. G. Dunning.	Buckingham, Cumberland.	Feb. 29. Mar. 2.	Mar. 6. " 2.	1 2	do do	70 00 80 00	No. 1 accepted.
Valentier and Quebec. (18 miles.)	Service twice per week, to commence 1st April, '64. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 22.	Mar. 11.	James McBlain, John Halton, Chas. S. Wolff.	Valentier, do, St. Gabriel.	Mar. 7. " 7.	Mar. 11. " 10. " 3.	1 2 3	do do do	75 00 100 00 119 00	No. 1 accepted.
St. Augustin & Ste. Catherine. (12½ miles.)	Service twice per week, to commence 1st April, '64. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 22.	Mar. 11.	François Ratif, Théophile Brunot.	St. Augustin, do.	Mar. 8. " 7.	Mar. 9. " 11.	1 2	do do	124 00 160 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount proposed in Tender.	Observations.
St. Catherine & St. Raymond (15 miles.)	Service twice per week, to commence 1st April, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1864, Jan. 22.	1864, Mar. 11.	Wm. Davidson Wilfred Dery Thos. Dion Piero Plamondon Geo. Price Michael Mooney George Gagné Ant. Plamondon Patrick Russell James Gilchrist	St. Raymond do do Bourg Louis St. Itymond do do do St. Raymond	1864, Mar. 1. Feb. 25. Mar. 9. " 10. Feb. 29. " 4. Mar. 1. " 3. " 9. Feb. 22. " 30.	1864, Mar. 5. Feb. 26. Mar. 9. " 10. " 9. " 4. " 6. " 9. " 7. " 9. " 9. " 3.	1 2 3 4 5 6 7 8 9 10	In conformity with terms of advertisement.	\$ 96 00 104 00 112 00 120 00 120 00 120 00 156 00 160 00 95 50 160 00	No. 1 accepted. No. 10 do
Chicoutimi and St. Pierre Bay (15 miles.)	Service three times per week, to commence 1st May, 1864. Mail to be conveyed on foot or on horseback in summer, and in a cutter in winter. Proposed term of contract as above.	Jan. 25	April 1	François Gagnon Gélon Savard Victor Lavioie Géophas Tremblay Célestin Litalien Jules Simard François Gagnon Ferdinand Larouche Albert Blackburn Alfred Gâté G. & D. Girard	St. Urbain Chicoutimi Grande Baie St. Urbain Chicoutimi St. Alphonse Grande Baie Latterrière Chicoutimi Bagoyville do	March 21 " 11 " 7 " 23 " 1 Feb. 27 March 21 " 1 " 8 " 19 " 10	March 24 " 17 " 12 " 4 " 5 " 6 " 7 " 8 " 17 " 17 " 24 " 10	1 2 3 4 5 6 7 8 9	do	375 00 930 00 1050 00 1080 00 1100 00 1160 00 1200 00 1248 00 1264 00 1500 00 1560 00	None of these Tenders were accepted. Tenders were invited for a semi-weekly service instead.
Granby, and Pio Milton (15 miles.)	Service six times per week, to commence 1st April, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 30	Feb. 26	Louis Oclair Peter Myott Peter Myott Cyprien Brodeur Job Casson M. Douchery Wm. Hungerford Eugene Gauthier Charles St. Pierre	Tp of Granby do do St. Pie do Tp of Granby Granby Abbotsford St. Pie	Feb. 19 " 25 " 18 " 12 " 12 " 23 " 19 " 22 March 1	March 17 " 25 " 18 " 13 " 13 " 23 " 21 " 22 March 1	1 2 3 4 5 6 7 8 9	do	350 00 346 00 366 00 500 00 500 00 500 00 500 00 1000 00 490 00	No. 1 accepted. No. 2 received into.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount proposed in Tender.	Observations.
Bentinek and Pomona (13 miles.)	Service once or twice per week, according to decision of Postmaster General, to commence 1st May, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Feb. 1	April 1	Jas. Wall, Jr. Wm. Martin Jos. Hewitt, Jr.	Tp of Glenoig do do	March 11 " 17	March 17 " 25 " 18	1 2 3	do	50 00 50 00 60 00	Twice per week. No. 1 120 00 No. 2 72 00 No. 3 100 00 weekly service
Britannic and Cooksville (5 miles.)	Service six times per week, to commence 1st May, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Feb. 1	April 1	John Schillar Joseph Muir	Cooksville Tp of Toronto	March 19 " 8	March 24 " 24	1 2	do	95 00 150 50	No. 1 accepted.
Credit and Sheridan (4 miles.)	Service six times per week, to commence 1st May, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Feb. 1	April 1	Hiram Teeter George Crozier Wm. Cameron George Phenix John R. Jhill Wm. Muir Sylvester Gahie	Springfield Credit Frogmore Tp of Toronto Sheridan Trafalgar do Tp of Trafalgar	March 28 " 27 " 22 " 23 " 21 " 14 " 8 " 21	March 31 " 31 " 22 " 23 March 29 " 18 " 10 " 24	1 2 3 4 5 6 7 8	do	100 00 109 20 120 00 123 00 123 00 130 00 130 00 140 00	No. 1 accepted.
Ellengowan & Vesta (4 miles.)	Service once per week, to commence 1st May, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Feb. 1	April 1	Thomas Fortune Richard Kidd Richard Kidd	Tp of Elitersho do do	Mar. 11 " 21 " 28	Mar. 25 " 25 April 3	1 2 3	do	29 50 39 00 28 00	No. 1 accepted. No. 3 rec'd late.
Elsmore and Saugoon (8 miles.)	Service once per week, to commence 1st May, 1864. Mail to be conveyed on foot, on horseback or in a vehicle. Proposed term of contract as above.	Feb. 1	April 1	Angus McLeod N. McAnay Angus McLeod D. R. J. Campbell	Southampton do do do	Mar. 19 " 16 Feb. 26 " 23	Mar. 25 " 25 Mar. 3 Feb. 28	1 2 3 4	do	40 00 50 00 52 00 104 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service:— Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Jillsburg and Minnosa. (7 miles.)	Service once per week, to commence 1st May, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1864. Feb. 1.	1864. April 1.	Edward Mooney, E. E. Parkinson.	Erin Minist.	1864. Mar. 19. " 5.	1864. Mar. 26.	1 2	1. In conformity with terms of advertisement.	\$ cts. 25 00 48 00	No. 1 accepted.
Holstein and Mount Forest. (12 1/2 miles.)	Service once per week, to commence 1st May, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Feb. 1.	April 1.	Smith Seaman.	Top of Egremont.	Feb. 27.	Mar. 9.	1	do	25 00	Accepted.
Strangford & Kingston Road. (3 miles.)	Service twice per week, to commence 1st May, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Feb. 1.	April 1.	Isaac Blain.	Strangford.	Mar. 23.	Mar. 25.	1	do	50 00	Accepted.
St. Hyacinthe, St. Pie and St. Césaire. (29 miles the round trip.)	Service six times per week, to commence 1st April, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 1.	Mar. 4.	J. Bto. Brodeur, Jean Houle, F. X. Desparis, Louis Picard, Antoine Davin, P. C. Lathbert, John Laignan, Job Cusson, Michel Moison.	St. Hyacinthe, St. Dominique, St. Hyacinthe, do do do do Sto. Pie, St. Hyacinthe.	Feb. 21. " 20. " 24. " 25. " 25. Mar. 1. Feb. 24. " 12. Feb. 13.	Feb. 23. " 22. " 26. " 25. " 25. Mar. 2. " 7. " 12. Feb. 13.	1 2 3 4 5 6 7 8 9	do	250 00 288 00 300 00 320 00 344 00 360 00 366 00 500 00 500 00	No. 1 accepted.

Chambly Basin and St. Césaire. (15 miles.)	Service six times per week, to commence 1st April, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 1.	Mar. 4.	Louis St. Germain, Jos. Harbec, Pierre Guertin.	Chambly Basin, do do	Mar. 2. Feb. 27. Mar. 1.	Mar. 3. " 3. " 3.	1 2 3	do	230 00 288 00 410 00	No. 1 accepted.
Chambly Canton and Montreal. (16 miles.)	Service six times per week, to commence 1st April, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 1.	Mar. 4.	Léandre Robert, James Bell.	Chambly, do	Mar. 2. " 1.	Mar. 3. " 3.	1 2	do	150 00 156 00	No. 1 accepted.
Granby and Sweet'sburg. (17 1/2 miles.)	Service three times per week, to commence 1st April, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 1.	Mar. 4.	Abraham Pickett, John Rutter, Hiram Gleason, L. D. Bowker, Benjamin Ford.	Sweet'sburg, Cowansville, do Sweet'sburg, Nelsonville.	Feb. 29. " 27. Mar. 2. " 1. Feb. 27.	Mar. 2. " 1. " 3. " 4. " 2.	1 2 3 4 5	do	150 00 212 00 222 00 234 00 238 00	No. 1 accepted.
St. Césaire and West Farham, vid Cantorbort. (18 miles.)	Service six times per week, to commence 1st April, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 1.	Mar. 4.	Jas. Mullarkey, Peter O'Malley, J. Be. Moran, Olivier Hébert, Charles Parent, Elijah H. Ripley, Richard Buck.	Ango Gardien, Top of Farham, Farham, W. Farham, do do do	Feb. 26. Mar. 1. Feb. 26. Mar. 4. Feb. 29. " 20. " 20.	Mar. 1. " 4. " 3. " 4. " 2. " 2. " 7.	1 2 3 4 5 6 7	do	250 00 288 00 300 00 300 00 314 00 330 00 400 00	No. 1 accepted.
Sweet'sburg and Waterloo. (18 miles.)	Service six times per week, to commence 1st April, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Feb. 1.	Mar. 4.	Abraham Pickett, John Lang, John Rutter.	Sweet'sburg, Pulford, do Cowansville	Feb. 29. Mar. 2. Feb. 27.	Mar. 2. " 4. " 4.	1 2 3	1. do 2. Stipulates for the Mail to start from Waterloo. 3. In conformity with terms of advertisement.	140 00 175 00 212 00	No. 1 accepted. No. 3 informal.
				Hiram Gleason, Benj. Ford, Luke D. Bowker.	do Nelsonville, Sweet'sburg.	Mar. 2. Feb. 27. Mar. 1.	" 5. " 5. " 6.	4 5 6	do	222 00 248 00 250 00	

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Keenansville and Mono Mills. (15 miles.)	Service three times per week, to commence 1st April, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1864. Feb. 1.	1864. Mar. 4.	Geo. Taylor. Wm. Armstrong. D. J. McLaughlin.	Sand Hill. Mono Mills. do	1864. Mar. 23. " 25. " 25.	1864. Mar. 23.	1 2 3	1 In conformity with terms of advertisement. 2 3	\$ 196 00 197 00 350 00	No. 1 set aside on account of the unsatisfactory manner in which Mr. Taylor had before performed the service. No. 2 accepted. Nos. 4 and 5 are for this service and the following taken together.
Bond Head & Keenansville. (40 miles from Bond Head to Keenansville and back.)	Service three times per week, to commence 1st May, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	1864. Feb. 1.	1864. Mar. 4.	A. W. Burke.	Keenansville.	" 28.	" 28.	4	Proposes different Mail arrangements from those specified by Department.	380 00	No. 1 accepted.
				James Barton.	Top of Adjala.	" 19.	" 23.	5		800 00	
				Sam. H. Prest. Wm. Armstrong. Chas. Wallwin. George Taylor. Wm. Reynolds. Wm. Nelson. Wm. Nelson. Charles Wallwin. James Barton.	Top of Tecumseh. Mono Mills. do Sand Hill. Top of Tecumseh. Bond Head. do W. Gwillimbury. Top of Adjala.	Mar. 17. " 25. " 29. " 28. " 10. " 15. " 20. " 14. " 19.	Mar. 23. " 25. " 29. " 28. " 10. " 15. " 20. " 14. " 19.	1 2 3 4 5 6 7 8	1 In conformity with terms of advertisement. 2 3 4 5 6 7 8	265 00 268 00 270 00 276 00 280 00 296 00 320 00 500 00	No. 1 accepted.
				A. W. Burke.	Keenansville.	" 28.	April 1.	9	Proposes different Mail arrangements from those named by Department.	350 00	Nos. 9 and 10 are for this service and the preceding taken together.
				James Barton.	Top of Adjala.	" 19.	Mar. 23.	10		800 00	

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Green River & Vigor. (11 miles.)	Service twice per week, to commence 1st June, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	1864. Feb. 20.	1864. May 6.	E. M. Dumont. George April, Sr.	Vigor.	April 25. " 18.	April 22.	1 2	1 In conformity with terms of advertisement. 2	80 00 80 00	Tender No. 2 accepted.
Green River & St. Antonin. (3 miles.)	Service twice per week, to commence 1st June, 1864. Mail to be conveyed on foot, on horseback or in a vehicle. Proposed term of contract as above.	1864. Feb. 20.	1864. May 6.	Germain Dionne. Dominique Fortin.	St. Epiphane. St. Antonin.	" 2. May 4.	" 2. May 4.	3 4	3 These tenders are for this service and the following, taken together. 4	94 00 100 00	No. 1 accepted.
Mount John, Athense. (44 miles.)	Service three times per week, to commence 1st April, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	1864. Feb. 24.	1864. Mar. 18.	Hubert Desmaray. Pierre Regnier. Francis Monet. F. X. Lesieur. Jno. McQuillen. Louis Couture.	Iberville. do St. Johns. St. Athanasie. Mt. Johnson. Iberville.	Mar. 15. " 10. " 9. " 15. " 17. " 11.	April 22.	1 2 3 4 5 6	1 In conformity with terms of advertisement. 2 These tenders are for this service and the preceding, taken together. 3 4 5 6	20 00 79 00 80 00 81 00 94 00 97 50 117 00	No. 1 accepted.
Alport & Muskego Falls. (8 miles.)	Service once per week, to commence 1st May, 1864. Mail to be conveyed on foot, on horseback or in a vehicle. Proposed term of contract as above.	1864. Feb. 20.	1864. April 1.	Robert Nichols. Jas. B. Browning.	Top of Monck. Monck.	Mar. 21. " 22.	Mar. 25. " 30.	1 2	1 In conformity with terms of advertisement. 2	48 00 55 00	No. 1 accepted.
Montreal and New Glasgow. (36 miles.)	Service six times per week, to commence 1st May, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	1864. Mar. 1.	1864. April 1.	Frederick Martin. Matthew Muir. Matthew Tindale. Joseph Delivcan. John Fergus. John Morrison.	Montreal. St. Sophie. New Paisley. Montreal. New Glasgow. do	Mar. 30. " 21. " 29. " 24. " 26. " 22.	" 30. " 31. " 31. " 31. " 30. " 24.	1 2 3 4 5 6	1 In conformity with terms of advertisement. 2 3 4 5 6	800 00 832 00 900 00 920 00 1000 00 1000 00	No. 3 accepted, No. 1 having been withdrawn, and No. 2 set aside on account of the unsatisfactory manner in which Mr. Muir had performed the service before.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertisement.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Granby and North-Sheffield via Sheffield Mountain. (10 miles.)	Service twice per week, to commence 1st April, 1864. Mail to be conveyed in a vehicle. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1864. March 1.	Wm. B. Vipond.	Granby.	1864. March 9.	1864. March 16.	1	In conformity with terms of advertisement.	\$ ets. 100 00	Accepted.
Creemore and Laveler. (6½ miles.)	Service once per week, to commence 1st June, 1864. Mail to be conveyed on foot, on horse-back or in a vehicle. Proposed term of contract as above.	March 7.	J. B. Mastin.	Tp of Mulmur.	April 6.	May 1.	1	do	52 00	Accepted.
Alvanley and Owen Sound. (7½ miles.)	Service once per week, to commence 1st June, 1864. Mail to be conveyed on foot, on horse-back or in a vehicle. Proposed term of contract as above.	March 7.	J. P. Coulson.	Owen Sound.	May 6.	May 4.	1	do	51 00	No. 1 accepted.
Niagara and Youngstown. (2 miles.)	Service six times per week, to commence 1st June, 1864. Mail to be conveyed on foot, in a boat or otherwise, at option of Contractor. Proposed term of contract as above.	March 8.	F. A. B. Clench.	Niagara.	May 29.	April 20.	1	do	240 00	This Tender was considered too high. Contract made with R. Warren, at \$80 per annum.

Kingston and Loughboro'. (17 miles.)	Service six times per week, to commence 1st June, 1864. Mail to be conveyed in a public or other vehicle. Proposed term of contract as above.	March 11	George Mink Henry Deane Wm. Macco.	Kingston Loughboro' do	May 22. " 18. " 14.	April 22. " 20. " 21.	1 2 3	do do do	135 00 199 00 248 50	No. 1 accepted.
Killarney and Manitowaning. (25 miles.)	Service once per week, to commence 1st June, 1864. Mail to be conveyed in a boat or canoe. Proposed term of contract as above.	March 11	Chs. DeLamoran-diere. Henry Solomon. Jno. A. Dupont.	Killarney do Manitowaning.	May 6. March 29 April 5.	March 29 April 5. March 28 April 19.	1 2 3	do do do	4 50 4 50 10 00	per trip. No. 1 accepted. "
Chicoutimi and Labarre. (36 miles.)	Service twice per week, to commence 1st July, 1864. Mail to be conveyed on foot or in a vehicle and by canoe. Proposed term of contract as above.	Mar. 31.	Wm. X. Blackburn Louis Hudon Pierre Hudon Pascal H. Dumais Théop. Bouthane Alexander Emond Fidèle Lauinier Renald Malois Augustin Hudon.	Laterrière Hobertville do Labarre Laterrière do Hobertville Laterrière do	June 2. " 14. " 23. " 30. " 30. " 4. " 13. " 20.	May 16. " 14. " 23. " 30. " 30. " 4. " 13. " 20.	1 2 3 4 5 6 7 8 9	do do do do do do do do do	280 00 296 00 298 00 300 00 302 00 320 00 336 00 354 00 397 00	No. 1 accepted.
Chicoutimi and Murray Bay. (57 miles.)	Service once per week, to commence 1st July, 1864. Mail to be conveyed on foot or on horse-back in summer and in a vehicle in winter. Proposed term of contract as above.	Mar. 31.	Onésime Gaudreault François Gaudreault, Jr. Théodule Gaudreault	St. Agnès do do	June 3. " 31. " 22.	May 23. " 21. " 22.	1 2 3	do do do	280 00 280 00 340 00	No. 1 accepted.
Murray Bay and Québec. (90 miles.)	Service three times per week, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 31.	Jos. M. Simard Christophe Côté Amb. Tremblay H. Audet dit La- pointe Juan Larouche	St. Paul's Bay do do Les Etoulements St. Paul's Bay.	June 3. " 31. " 28. " 9. " 27.	May 30. " 31. " 28. " 9. " 27.	1 2 3 4 5	do do do do do	950 00 984 00 996 00 1000 00 1200 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of tender by P.M. General.	No. of Tender.	Terms proposed in tender.	Amount proposed in tender.	Observations.
Murray Bay and Tadoussac. (36 miles.)	Service once per week, to commence 1st July, 1864. Mail to be conveyed on foot or on horseback or by boat or canoe in summer, and in a vehicle in winter. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1864. Mar. 31.	1864. June 3.	Romald Leclerc, François Boul- liano.	St. Fidèle. Rivière aux Ca- nards.	1864. April 20. May 14.	1864. April 23. May 16.	1 2	1 In conformity with terms of advertisement.	\$ cts. 184 00 226 00	No. 1 accepted.
Labarre and Roberval. (30 miles.)	Service once per week, to commence 1st July, 1864. Mail to be conveyed on foot. Proposed term of contract as above.	Mar. 31.	June 3.	Pascal H. Dumais, Joseph Ouellet, Octave Frenette, Ephrem Tremblay, Michel Plourde, Thos. Jourdin, Joseph Potvin, Pierre Paradis, Jr, Ferdinand Morin, Thos. Fortin.	Labarre Tp of Caron Hébertville do do Roberval do do do do	May 15. " 22. " 14. " 13. " 14. " 19. " 10. " 6. " 6. " 6.	1 2 3 4 5 6 7 8 9 10	do	120 00 120 00 130 00 152 00 159 80 192 00 200 00 240 00 320 00	Tender No. 2 ac- cepted.	
Mille Vaches and Tadoussac. (45 miles.)	Service once per week, to commence 1st July, 1864. Mail to be conveyed on foot or in a boat or canoe. Proposed term of contract as above.	March 31.	June 3.	Sébas. Desbiers, Richard Morin, Paschal Perron, Sr, Wm. Bouliano.	Les Escoumains, Tadoussac. do do Tp of Tadoussac.	April 28. May 1. " 6. " 4.	April 30. May 30. " 11. " 4.	1 2 3 4	do	260 00 260 00 270 00 288 00	Tender No. 2 ac- cepted; No. 1 not being satis- factory.

Chicoutimi & St. Paul's Bay. (75 miles.)	Service three times per week, to commence 1st July, 1864. Mail to be conveyed on foot or on horseback in summer, and in a vehicle in winter. Proposed term of contract as above.	March 31.	June 3.	Philibert Gagné, St. Urbain, François Gagnon, André Gagnon, George Bouchard, Cléophe Tremblay, St. Urbain, Mil. Claveau, Victor Lavioie, Ermin Bergeron, François Gagnon, Grande Baie, Célestin Létour, Chicoutimi.	St. Urbain do Grande Baie do St. Urbain Chicoutimi do Grande Baie Bagovalle Grande Baie do Chicoutimi	May 30. " 24. " 23. " 30. " 28. " 28. " 22. " 24. June 2 May 23. " 24.	June 2. May 28. " 28. June 4. " 2. May 28. " 30. June 2 May 28. " 30.	1 2 3 4 5 6 7 8 9 10	do	800 00 874 00 936 00 1080 00 1080 00 1092 00 1100 00 1200 00 1200 00 1200 00	No. 1 accepted.
Leeds and Craig's Road Station. (30 miles.)	Service three times per week, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	March 31.	May 27.	Richard Bain, James Moran, David Crotteau, Augustin Demers, René Sevigny, Joseph Guay, St. Siffroy Lalucur, Étienne Paquet, James Maguire.	St. Sylvester Tp of Leeds St. Sylvester St. Gilles St. Antoine de Tilly St. Gilles do St. Sylvester St. Agathe	May 23. April 28. May 23. " 23. " 21. " 21. " 23. " 22. April 23. May 16.	1 2 3 4 5 6 7 8 9	do	348 00 380 00 392 00 412 00 440 00 450 00 450 00 470 00 550 00	No. 1 accepted.	
Leeds & West Broughton. (10 miles.)	Service three times per week, to commence 1st July, 1864. Mail to be conveyed on foot, on horseback or in a vehicle. Proposed term of contract as above.	March 31.	May 27.	Thomas Collieran, Francis Gillespie, François Parant, Barth. Gorman, Martin Gallozan.	West Broughton. do do do do	May 14. " 17. " 2. April 18. May 10.	May 24. " 21. " 24. April 26. " 17.	1 2 3 4 5	do	95 00 112 00 132 00 156 00 184 00	No. 1 accepted.
Becancour and Stanfold. (30 miles.)	Service three times per week, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 1.	May 13.	Benjamin Rivard, Z. T. Mailhot, Charles Lavigne, Eusèbe Verville, Nap. Tousignant, Ant. E. Brunau, Moyse Baril, St. Z. T. Mailhot, F. H. St. Germain, P. Bélanger.	Becancour do St. Gertrude do St. Pierre les Bec- quets Maddington North Halifax. Becancour do St. Patrice	May 10. " 9. " 2. April 18. May 10. " 2. " 19.	May 12. May 10. April 21. May 12. May 12. April 25. April 21. May 12.	1 2 3 4 5 6 7 8 9 10	do	260 00 280 00 288 00 290 00 316 00 360 00 364 00 400 00 400 00 600 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service:—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Ancaster and Hamilton. (7 miles.)	Service six times per week, to commence 1st July, 1864. Mail to be conveyed on horseback or in a one-horse vehicle, as required. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1864. April 1.	1864. June 3.	John Cronan Edward Brand Cincinnati Squire Edward Armstrong Sam. Easton Hugh Fitzpatrick John Craun	Reckton Hamilton do Ancaster Hamilton do do	1864. May 26 " 9 " 31 " 20 " 18 " 23 " 23	1864. May 29 " 9 " 21 " 20 " 18 " 23 " 17	1 2 3 4 5 6 7	1 In conformity with terms of advertisement. 2 do 3 do 4 do 5 do 6 do 7 do	\$ 232 00 235 00 274 00 280 00 290 00 295 00 300 00	No. 1 accepted.
Birr and Bryanston. (4 miles.)	Service twice per week, to commence 1st July, 1864. Mail to be conveyed on horseback or otherwise, as required. Proposed term of contract as above.	April 1.	June 3.	Wm. Young Henry McIntosh Jno. Stanfield	Nissouri West Birr Bryanston	May 25 " 1 " 7	May 27 " 1 " 3	1 2 3	1 do 2 do 3 do	36 00 49 00 49 00	No. 1 accepted.
Carthage and Morningdale Mills. (7 miles.)	Service once per week, to commence 1st July, 1864. Mail to be conveyed on horseback or otherwise, at option of Contractor. Proposed term of contract as above.	April 1.	June 3.	Alexander Glenn Wm. Campbell Wm. Campbell	Tp of Mornington Carthage T'p of Mornington	May 8 " 12 " 9	May 18 " 25 " 25	1 2 3	1 do 2 do 3 do	24 00 30 00 30 00	No. 1 accepted.
Goderich and Kinloss. (35½ miles.)	Service three times per week, to commence 1st July, 1864. Mail to be conveyed in a stage, wagon or sleigh. Proposed term of contract as above.	April 1.	June 3.	Phil. G. White Nicholas Loyle	Lucknow Goderich	May 14 " 1 " 3	May 24 " 1 " 3	1 2	1 do 2 do	200 00 991 00	No. 1 accepted.

Harrington and Lake-side. (6 miles.)	Service three times per week, to commence 1st July, 1864. Mail to be conveyed on horseback or otherwise, at option of Contractor. Proposed term of contract as above.	April 1.	June 3.	Jno. McLeod	Harrington	June 2	June 8	1	do	70 00	Accepted.
Ingersoll and Port Burwell. (32 miles.)	Service six times per week, to commence 1st July, 1864. Mail to be conveyed by stage, wagon or sleigh. Proposed term of contract as above.	April 1.	June 3.	Jno. Colridge Jno. C. Beavis	Ingersoll do	May 30 " 30	June 1 " 1	1 2	1 do 2 do	485 00 590 00	No. 1 accepted.
Oxford Centre and Vanier. (4 miles.)	Service twice per week, to commence 1st July, 1864. Mail to be conveyed on horseback or otherwise, as required. Proposed term of contract as above.	April 1.	June 3.	Daniel Smith	East Oxford	April 25	June 1	1	do	40 00	Accepted.
Holmesville & Porter's Hill (31 miles.)	Service once per week, to commence 1st July, 1864. Mail to be conveyed on horseback or otherwise, as required. Proposed term of contract as above.	April 1.	June 3.	Robt. Porter	Tp of Goderich		May 27	1	do	45 00	This tender was not accepted.
Knowlton and Waterloo. (6 miles.)	Service six times per week between Knowlton and Waterloo, and three times per week between Knowlton and Knowlton Landing and South Bolton and South Bolton to commence 1st July, 1864. Mail to be conveyed in a two-horse stage, and on the other routes in vehicles drawn by one or two horses, at the option of Contractor. Proposed term of contract as above.	April 13.	May 27.	Warren Paige Nath. Manson John McMannis Abram Pickle	Compton Bolton do Sweetsburg	May 25 " 24 " 23 " 21	May 26 " 26 " 26 " 26	1 3 3 4	1 do 2 do 3 do 4 This tender is only for the service between Knowlton & Waterloo.	524 60 575 00 700 00 300 00	No. 1 accepted.
Knowlton and Waterloo. (31 miles.)	Service six times per week between Knowlton and Waterloo, and three times per week between Knowlton and Knowlton Landing and South Bolton and South Bolton to commence 1st July, 1864. Mail to be conveyed in a two-horse stage, and on the other routes in vehicles drawn by one or two horses, at the option of Contractor. Proposed term of contract as above.	April 13.	May 27.	Wm. Pettis	Stanstead	" 26	June 1	5	In conformity with terms of advertisement.	456 00	No. 5 received late

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service:—Proposed duration of Contract.	Date of advertisement.	Date of reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Sweetsburg & Richmond. (19 miles.)	Service six times per week, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1864. April 13.	1864. May 27.	Abram Pickle, Samuel Rogers, Henry Fuller.	Sweetsburg, Tp of Dunham, Tp of Sutton.	May 21, 23, 23.	1864. May 27, 27, 28.	1, 2, 3	In conformity with advertisement.	\$ cts. 348 00, 475 00, 480 00	No. 1 accepted.
Beauharnois & St. Louis de Gonzague. (10 miles.)	Service three times per week, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 13.	May 27.	Bazilio Parée.	St. Louis de Gonzague.	May 16.	.....	1	do	99 00	Accepted.
Huntington & La Guerre. (18 miles.)	Service three times per week, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 13.	May 27.	James O'Connor, Michael Higgins, Samuel Lamb, Donald Campbell, Richard Higgins, Pat'k W. Higgins, J. B. A. Quesnel, Saml. Percy.	Godmanchester, St. Anicet, Huntingdon, La Guerre, St. Anicet, La Guerre, St. Anicet, Port Lewis.	May 14, 25, 25, 24, 23, 19, 21, 4.	.....	1, 2, 3, 4, 5, 6, 7, 8	do	169 99, 174 00, 175 00, 175 50, 179 00, 189 00, 198 00, 295 00	No. 2 accepted, Mr. O'Connor, whose tender was the lowest, declining to undertake the service.
Chatsworth and Massie. (6 miles.)	Service once per week, to commence 1st July, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	April 14	June 3.	Alex. Massie.	Massie.	June 3.	June 8.	1	do	50 00	This tender being considered too high, Mr. Massie reduced it to \$40, and a contract was made with him at that rate.

Manilla and Woodville. (3 1/2 miles.)	Service six times per week, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 14	June 3.	Thos. Kinnee, Coultard & Thomas, Henry Morison, Thos. Morison, James Cameron, Alex. S. Campbell.	Mariposa, Oshawa and Manilla, Woodville, do, Tp of Eldon, Tp of Thorah.	May 25, 28, 28, 26, 25, 28, 28.	May 29, 29, 30, 31, 31, 31.	1, 2, 3, 4, 5, 6	do	188 00, 195 00, 325 00, 390 00, 400 00, 424 00	No. 1 accepted.
Agincourt and Seabrook Road. (1 1/2 miles.)	Service six times per week, to commence 1st July, 1864. Mail to be conveyed on foot, on horseback or in a vehicle. Proposed term of contract as above.	April 14	June 3.	John Lowther.	Agincourt.	June 1.	June 5.	1	do	60 00	Accepted.
Aurora and White Rose. (3 1/2 miles.)	Service twice per week, to commence 1st July, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	April 14	June 3.	Jared Lloyd.	Whitechurch.	May 27.	May 31.	1	do	60 00	Accepted.
Beaverton and Oshawa. (4 1/2 miles.)	Service six times per week, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 14	June 3.	Andrew Hall, W. P. Sproule, Hugh Workman, Isaac Fenton, Thomas & Coultard.	Oshawa, do, Lindsay, Manilla, Oshawa and Manilla.	May 30, 30, 31, 31, 30.	.....	1, 2, 3, 4, 5	do	845 00, 950 00, 980 00, 999 00, 1150 00	No. 2 accepted, No. 1 being unsatisfactory.
Berlin and Winterbourne. (9 miles.)	Service six times per week, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 14	June 3.	Jno. Roat, Levi Weaver, Conrad Schenker, Henry Hett, Jacob S. Weaver, Jno. B. Hett, E. B. Bonnis, Jr.	Berlin, do, do, do, do, do, Winterbourne.	May 30, 23, 30, 30, 26, 16.	June 2, 2, 1, 3, 4, 6, 21.	1, 2, 3, 4, 5, 6, 7	do	270 00, 280 00, 289 00, 300 00, 316 00, 320 00, 500 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertising tenders.	Date for receipt of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount proposed in Tender.	Observations.
Bradford and R.R. Stat'n. (1 mile.)	Service daily as often as required, to commence 1st July, 1864. Mail to be conveyed in a stage. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1864. April 14.	June 3.	Samuel Manning.	Bond Head.	1864. May 30.	1864.	1	In conformity with terms of advertisement.	\$ 0 12 1/2	per trip. No. 1 accepted.
Bronte and R.R. Stat'n. (1 1/2 mile.)	Service daily as often as required, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 14.	June 3.	A. B. McDonald. Wm. Ingledew. Wm. Henderson. Wm. Belyea.	Bronte do do do	May 19. " 10. " 25. April 21.	May 22. " 12. " 12. " 12.	1 2 3 4	do do do do	0 62 200 00 220 00 234 00	per trip. No. 1 accepted.
Cooksville and Toronto. (16 miles.)	Service six times per week, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 14.	June 3.	George Schiller. John Schiller. James Muir. Thomas Harris. John Irwin.	Etobicoke. Cooksville Tp of Toronto. Streetsville. Toronto.	May 25. " 17. " 31. " 25. June 1.	May 29. June 1. " 2. May 28. " 28.	1 2 3 4 5	do do do do do	173 00 193 00 360 00 440 00 595 00	No. 1 accepted.
Crieff and Puslinch. (3 miles.)	Service twice per week, to commence 1st July, 1864. Mail to be conveyed on foot, on horseback, or in a vehicle. Proposed term of contract as above.	April 14.	June 3.	John Stewart. John McDonald.	Puslinch. do	May 24. " 30.	May 27. June 1.	1 2	do do	32 00 36 00	No. 1 accepted.
Dunkeld and Inverhuron. (24 miles.)	Service twice per week, to commence 1st July, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	April 14.	June 3.	Donald McInnes. Malcolm McKay. Alex. McLean. William Hogg. Hugh McLean. John Urquhart. Peter McKee. John McLennan.	Tiverton do do do do do do do	May 20. " 17. " 17. " 23. " 27. " 9.	May 11. May 11. " 11. " 11. " 11. " 11. " 11. May 25.	1 2 3 4 5 6 7 8	do do do do do do do do	314 00 360 00 363 00 364 00 364 00 364 00 376 00 480 00	No. 1 accepted.

Guelph & G.T. R.R. Stat'n. (17 chains.)	Service daily as often as required, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 14.	June 3.	Martin Deady. Alex. Penelton. Robert Jones. James Lindsay.	Guelph do do do	May 4. " 13. " 27. " 31.	May 29. " 29. " 29. June 3.	1 2 3 4	do do do do	0 12 " 12 1/2 " 17 1/2 " 20	per trip. No. 1 accepted. " " " " " "
Hunsdon and Tottenham. (5 miles.)	Service three times per week, to commence 1st July, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	April 14.	June 3.	John T. Coop. Wm. Prest.	Tecumseth Hunsdon	May 23. " 20.	May 26. " 31.	1 2	do do	60 00 65 00	No. 1 accepted.
Oakville and R.R. Station. (1 mile.)	Service daily as often as required, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 14.	June 3.	Geo. Jas. Baker. Nathan Moore. John Williams. Wm. M. King.	Oakville do do do	May 30. April 19. May 30. " 26.	June 1. April 24. June 1. May 29.	1 2 3 4	do do do do	0 18 " 20 " 20 " 22	per trip. No. 1 accepted. " " " " " " " " "
Thornhill and R.R. Station. (2 1/2 miles.)	Service daily as often as required, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 14.	June 3.	Thos. Cook. A. Gallanough.	Thornhill Tp of Markham.	May 28. " 30.	June 1. " 2.	1 2	do do	0 40 " 43	p. trip. No. 1 accepted. " " "
Waterloo, Berlin P.O. and R.R. Station. (2 miles.)	Service daily as often as required, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 14.	June 3.	John Root. Jacob S. Weaver. John B. Heit. John Ross, Jr. Levi Weaver. John Oberholzer. Conrad Schneider. Thomas Mulhearn. Henry Heit, Jr. B. B. Bemis, Jr.	Berlin do do do do do do do do do do	May 30. " 31. " 26. " 26. May 23. " 14. " 30. " 25. " 3. " 16.	June 2. " 2. " 2. " 2. " 2. " 2. " 2. " 2. " 2. " 21. " 21.	1 2 3 4 5 6 7 8 9 10	do do do do do do do do do do do	299 00 312 00 325 00 349 00 360 00 372 00 374 00 375 00 500 00 500 80	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertising Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Weston and R. R. Station. (1 mile.)	Service daily as often as required, to commence 1st July, 1864. Mail to be conveyed on foot or in a vehicle. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1864. April 14.	1864. June 3.	Robt. Fleming, Jr John Williams ..	Weston .. do ..	1864. May 5. " 30.	1864. June 2.	1 2	1 In conformity with terms of advertisement.	\$ cts. 0 05 0 07	p. trip. No. 1 accepted.
Port, Credit and R. R. Station. (4 mile.)	Service daily as often as required, to commence 1st July, 1864. Mail to be conveyed on foot or in a vehicle. Proposed term of contract as above.	April 14.	June 3.	Jas. Hamilton.....	Port Credit	May 31.	.....	1	do	0 25	per trip. This Tender was considered too high; Mr. Hamilton having reduced it to 23 cts. per trip, a contract was made with him at that rate.
North Douro Peterboro' (12 miles.)	Service three times per week, to commence 1st July, 1864. Mail to be conveyed on horseback or in a wagon, in summer, and in a cutter during winter. Proposed term of contract as above.	April 15.	May 27.	Matthow Boyce... James Moreland... Thos. Eastland... Joseph Huston... Reuben Palmer... John Pope	Bridgenorth... do .. Peterboro'... do .. do .. do .. Bridgenorth	June 4... " 6... " 8... May 7... June 3... " 4... " 4... " 7...	June 6... " 8... " 8... " 8... " 8... " 9... " 9...	1 2 3 4 5 6 7	do	180 00 190 00 195 00 195 00 197 00 225 00 243 00	No. 1 accepted.
Glencol, Crawford and Seeno. (34 miles the round trip.)	Service twice per week, to commence 1st July, 1864. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	May 5.	June 3.	Donald McIntosh... Wm. Zedingham... Lewis C. Smith... Donald Smith... Alex. McEachern	Tp of Sullivan... Bentinck... Tp of Glencol... Tp of Holland... Glencol	May .. " 20... " 17... " 26... " 25...	May 31... " 29... " 17... " 26... " 29...	1 2 3 4 5	do	145 00 158 00 160 00 208 00 300 00	No. 1 accepted.

Deniston and Mountain Grove. (22 miles.)	Service once per week, to commence 1st July, 1864. Mail to be conveyed on horseback or otherwise, at option of contractor. Proposed term of contract as above.	May 19.	May 27.	E. L. Godfrey.....	Tp of Olden	May 19.	May 26.	1	do	110 00	Accepted.
Conway and Napanee. (22 miles.)	Service three times per week, to commence 1st July, 1864. Mail to be conveyed on horseback or otherwise, at option of contractor. Proposed term of contract as above.	May 13.	June 10.	James Moran..... James Graham... Edward Howard... Gilbert Griffin	S. Fredericksburg... Fredericksburg... S. Fredericksburg...	June 6... " 6... " 3... " 6...	June 8... " 8... " 8... "	1 2 3 4	do	195 00 200 00 240 00 280 00	Nos. 1 and 2 unsatisfactory—No. 3 accepted.
Fenaghvale and Riceville. (5 miles.)	Service twice per week, to commence 1st July, 1864. Mail to be conveyed on horseback or otherwise, at option of contractor. Proposed term of contract as above.	May 13.	June 10.	Charles Gates..... R. L. Downing.....	Tp. of Caledonia... Fenaghvale	June 2... " 6...	..... June 8...	1 2	do	49 95 59 00	No. 1 accepted.
Newboyno and Portland. (5 miles.)	Service twice per week, to commence 1st July, 1864. Mail to be conveyed on horseback or otherwise, at option of contractor. Proposed term of contract as above.	May 13.	June 10.	George Moss	Tp of Bastard	May 23... June 3...	May 25... June 5...	1 2	do	48 00 50 00	No. 1 accepted.
Perth and R. R. Station. (4 mile.)	Service twelve times per week, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 13.	June 10.	James Allan	Perth	June 9... " 4... " 4...	June 10... " 7... " 7...	1 2 3	do	0 15 0 20 0 20	per trip. No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service:—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Peterboro and Warsaw. (16 miles.)	Service twice per week, to commence 1st July, 1864. Mail to be conveyed in a vehicle or otherwise. Proposed term of contract four years, with usual reservation in favour of Postmaster General.	1864. May 12.	1864. June 10.	W. H. Gordeauier Charles Payne. Robt. R. W. Shaw North Monaghan.	Warsaw do do North Monaghan.	1864. May 23. June 1. " 7.	1864. May 26. June 3. " 9.	1 2 3	In conformity with terms of advertisement.	\$ cts 100 00 110 00 149 00	No. 1 accepted.
Port Elmsley and R. R. Station. (11 miles.)	Service three times per week, to commence 1st July, 1864. Mail to be conveyed on foot or otherwise, at option of Contractor. Proposed term of contract as above.	May 13.	June 10.	Isaac Jones. R. M. Ingraham.	Port Elmsley do	May 30. June 3.	June 5.	1 2	do do do	36 00 40 00	No. 1 accepted.
Smith's Falls and R. R. Station. (4 miles.)	Service twelve times per week, to commence 1st July, 1864. Mail to be conveyed in a vehicle or otherwise. Proposed term of contract as above.	May 13.	June 10.	James Corbett. Jas. H. Burrows. Edward Ghroy. Jer. Donahoe. Richard Casey. John Hourigan.	South Elmsley. Smith's Falls. do do do do do	June 3. " 2. May 21. June 3. " 2. " 1.	June 7. May 25. June 5. " 5. " 6.	1 2 3 4 5 6	do do do do do do	39 00 47 00 49 00 60 00 70 00 80 00	No. 1 accepted.
Smith's Falls and South Elmsley. (7 miles.)	Service three times per week, to commence 1st July, 1864. Mail to be conveyed on horseback or in a waggon in summer and in a cutter in winter. Proposed term of contract as above.	May 13.	June 10.	James Corbett. Henry Tallock. James W. Ireland.	South Elmsley. do do	June 4. " " " "	June 7. May 31. June 4.	1 2 3	do do do	60 00 70 00 72 00	No. 1 accepted.

Service.	Conditions stipulated by Department in advertising Service:—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Cornwall and St. Andrews (7 miles)	Service three times per week, to commence 1st July, 1864. Mail to be conveyed on horseback or in a waggon in summer, and in a cutter in winter. Proposed term of contract as above.	May 13.	June 10.	Matthias Cain.	Tip of Cornwall.	June 8.	June 8.	1	do do do	150 00	This Tender was considered too high. A Contract was made with Mr. Cain at \$100 per annum.
Brighton and Kingston. [74 miles.]	Service six times per week, to commence 1st July, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 13.	June 24.	John Simmons. Edward Howard. John B. Diamond. Edward Howard. Wm. Aylesworth. Bath. James Campbell. Peter David. Edward Howard.	Ernestown. Fredericksburg. Kingston. Conway. Bath. Trenton. Marysburgh. Fredericksburg.	June 6. " 23. " 22. " 18. " 20. " 20. " 18. " 18.	June 8. June 23. June 24. " 24. " 22. " 20. " 18. " 18.	1 2 3 4 5 6 7 8	do do do do do do do do do do do	1700 00 1700 00 1750 00 1775 00 1875 00 2300 00 3000 00 1800 00	A reduced Tender from E. Howard at \$1500 accepted. Mr. Simmon's second offer was at the rate of \$1800 per annum. No. 6 rec'd late. No. 7 " " Accepted.
Carlsruhe and Hanover. (4 miles.)	Service once per week, to commence 1st August, 1864. Mail to be conveyed on foot, on horseback, or in a vehicle. Proposed term of contract as above.	May 16.	July 1.	Ignat. Kormann.	Carlsruhe.	June 24.	June 24.	1	do do do	40 00	Accepted.
Dalston and Drury. (44 miles.)	Service twice per week, to commence 1st August, 1864. Mail to be conveyed on horseback, in a waggon, cutter, or sleigh. Proposed term of contract as above.	May 16.	July 1.	William Fodd. William Grey. Neil Glehrst.	Oro. Township of Oro. Oro.	June 24. " 24. " 20.	June 28. " 29. " 24.	1 2 3	do do do	46 00 49 00 50 00	No. 1 accepted.
Fergus and Speedside. (64 miles.)	Service twice per week, to commence 1st August, 1864. Mail to be conveyed on foot, on horseback, or in a vehicle. Proposed term of contract as above.	May 16.	July 1.	John Brown.	Tip of Eramosa.	June 15.	June 15.	1	do do do	100 00	This Tender was considered too high, and the Inspector was instructed to make, if possible, some cheaper arrangement.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertisement.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Athol and Alexandria. (20 miles.)	Service three times per week, to commence 1st August, 1864.—Mail to be conveyed on foot, on horseback, or in a boggy, in summer, and in a cutter during winter. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	1864. May 20.	1864. July 1.	Hugh Campbell. John Gambell. Wm. McIntyre. Peter Fisher. John McGregor. James Kennedy.	Athol. Indian Lands. Athol. Roxboro. Tp of Kenyon.	1864. June 25. " 28. " 30. " 27. " 27. " 17.	1864. June 28. " 28. " 30. " 30. " 21.	1 2 3 4 5 6	1 In conformity with terms of advertisement.	\$ cts. 139 00 153 00 159 00 187 00 195 00 199 00	No. 1 accepted.
Stauaset and Waterloo. (41 miles.)	Service three times per week, to commence 1st August, 1864.—Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 20.	July 15.	J. G. & W. G. Corrie. Warren Paige. Chester Cook.	Tp of Granby. Stanstead. do	July 11. " 12. " 13.	July 14. " 14. " 14.	1 2 3	do	280 00 599 00 600 00	No. 1 accepted.
Berlin and Preston. (8 miles.)	Service twelve times per week, to commence 1st July, 1864. Mail to be conveyed in a waggon, sleigh, cutter or passenger stage. Proposed term of contract as above.	June 1.	June 17.	John Ross, jr. Sylvanus Cornell. Christopher Kress. Sylvanus Cornell.	Waterloo. Preston. do Village of Preston	June 14. " 15. " 13. " 14.	June 17. " 17. " 16.	1 2 3 4	do	267 00 274 00 300 00 298 00	No. 1 accepted. Received late.
Pickering and R. R. Station. (14 miles.)	Service as often as required, to commence 1st September, 1864. Mail to be conveyed on foot, in a waggon, cutter, sleigh or passenger stage. Proposed term of contract as above.	June 6.	July 29.	Elijah Bostwick. John Ludgate. Angus McKay. Wm. J. Hartwick. Elizabeth Whitney. James Baxter.	Pickering. Tp of Pickering. Pickering. Tp of Pickering. Pickering. do	July 25. " 15. " 7. " 27. " 2. " 18.	..... ..... July 25. " 29. " 13. " 18.	1 2 3 4 5 6	do	0 15 0 15 0 16 0 16 1/2 0 19 0 20	No. 1. afterwards reduced to 16 1/2 No. 2 afterwards reduced 13 cts. and accepted at that rate.

Oshawa and R. R. Station. (14 miles.)	Service as often as required, to commence 1st September, 1864. Mail to be conveyed in a waggon, cutter, sleigh or passenger stage. Proposed term of contract as above.	June 6.	July 29.	Wm. J. McElroy. Edward Arkland.	Oshawa. Village Oshawa.	July 25. " 26.	July 27. " 27.	1 2	do	200 00 0 15	per trip. No. 2. accepted, as being the lowest.
Lusknow and Verlun. (23 miles.)	Service once per week, to commence 1st September, 1864. Mail to be conveyed on foot, on horseback or in a vehicle. Proposed term of contract as above.	June 6.	July 29.	A. & Jas. Moore. Joseph Colling. Wm. Wolmsly.	Tp. of Huron. do do	July 23. " 9.	July 23. " 23.	1 2 3	do	28 00 32 50 45 00	No. 1 accepted. No. 3 informal and received late.
Glascoff and Gleneff. (7 miles.)	Service once per week, to commence 1st September, 1864. Mail to be conveyed on foot, on horseback, or in a vehicle. Proposed term of contract as above.	June 6.	July 29.	Donald Smith. Robert English.	Tp. of Bentinck. Gleneff.	July 25. " 25.	July 29. " 29.	1 2	do	48 00 50 00	No. 1 accepted.
Fergus and Garrafrax. (12 miles.)	Service three times per week, to commence 1st September, 1864. Mail to be conveyed on horseback, in a waggon, cutter or sleigh. Proposed term of contract as above.	June 6.	July 29.	L. Monkman. Alex. Stewart. Wm. S. Keene. Ed. Labourene.	Garrafrax. do do do	July 18. " 16. " 20. " 25.	July 25. " 20. " 29. " 28.	1 2 3 4	do	160 00 170 00 190 00 320 00	No. 1 unsatisfactory, No. 2 accepted.
Berlin & Gleneff. (22 miles.)	Service six times per week, to commence 1st September, 1864. Mail to be conveyed in a waggon, cutter, sleigh or passenger stage. Proposed term of contract as above.	June 6.	July 29.	J. C. Kidd. Thomas Tyack. Roat & Ellis. John Roat. Christoph'r Kress.	Tp of Peel. Peel. Town of Berlin. Berlin. Preston.	July 25. " 16. " 21. " 26. " 27.	July 28. " 21. " 29. " 27. " 30.	1 2 3 4 5	do	573 50 640 00 649 00 675 00 735 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising service.—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Brampton and Derry West. (13 miles.)	Service six times per week, to commence 1st September, 1864. Mail to be conveyed in a waggon cutter, sleigh or passenger stage. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1864. June 6.	1864. July 29.	David Fenelon Thomas Graham James Tit James Graham John Burns James McDonald W. J. Lewis	Brampton do Derry West Tp of Toronto Chur-ville Brampton Chelso	July 27 " 27 " 15 " 25 " 21 " 27 " 27	1864. July 5	1 2 3 4 5 6 7	In conformity with terms of advertisement.	\$ 173 00 185 00 190 00 200 00 200 00 219 00 220 00	No. 1 accepted.
Martintown & Monckland. (7 miles.)	Service twice per week, to commence 1st Aug., 1864. Mail to be conveyed on horseback or in a buggy in summer, and in a cutter in winter. Proposed term of contract as above.	June 8.	July 5.	R. P. Melosh Wm. Dougherty	Tp of Roxboro Martintown	July 4 June 23	July 5	1 2	do do	49 50 50 00	No. 1 accepted.
L'Acadie & R. Station. (2½ miles.)	Service six times per week, to commence 1st October, 1864. Mail to be conveyed in a vehicle. Proposed term of contract as above.	June 10.	July 29.	Narcisse Bréau Wm. Brownrigg J. O. Poirier Thomas Lyons	L'Acadie do St. Jacques le Mineur L'Acadie	July 25 " 25 " 28 June 14	July 27 " 28 " 26 June 16	1 2 3 4	do do do do	50 00 50 00 95 00 100 00	No. 1 reduced to \$72 No. 2 " to \$65 & accepted at that rate.
Almonte and Clayton. (11 miles.)	Service three times per week, to commence 1st Oct., 1864. Mail to be conveyed on horseback or in a buggy in summer, and in a cutter during winter. Proposed term of contract as above.	June 24.	Aug. 5.	Edward Bellamy James Coulter John Gammill Edward Foster	Clayton do do Tp of Ramsay	Aug. 2 July 26 " 26 " 19	Aug. 5 July 29 " 29 " 19	1 2 3 4	do do do do	115 00 140 00 148 00 200 00	No. 1 accepted.

Belleville and R. R. Station. (1 mile.)	Service twenty-four times per week, to commence 1st Oct., 1864. Mail to be conveyed in a public or other vehicle at option of Contractor. Proposed term of contract as above.	June 24.	Aug. 5.	Henry Fanning	Belleville	July 1	July 8.	1	do	0 10	per trip. Accepted.
Clareview and Narance. (30 miles.)	Service twice per week, to commence 1st Oct., 1864. Mail to be conveyed on horseback or in a waggon in summer, and in a cutter during winter. Proposed term of contract as above.	June 24.	Aug. 5.	Eleazer Card William Grange Robert Bell M. C. Whitcomb	Robin Caunden East Napanee do	July 26 " 27 " 16 " 28	July 28 Aug. 2 " 3 " 3	1 2 3 4	do do do do	190 00 195 50 208 00 320 00	No. 1 accepted.
Brockville and R. R. Station. (½ mile.)	Service twelve times per week, to commence 1st October, 1864. Mail to be conveyed in a public or other vehicle. Proposed term of contract as above.	June 24.	Aug. 5.	John A. Bailey George Grothier Peter McLaren Charles Stevenson John Riley Robert Carmour	Brockville do Township of Elizabethtown Brockville do do	July 30 " 30 " 23 " 21 " 23 " 19	Aug. 3 Aug. 3 July 23 " 28 " 28 " 19	1 2 3 4 5 6	do do do do do do	60 00 0 10 0 12 50 00 0 25 100 00	No. 1 accepted. per trip. " per trip.
Brockville and G. T. R. Station. (½ mile.)	Service twenty-four times per week, to commence 1st October, 1864. Mail to be conveyed in a public or other vehicle, at option of contractor. Proposed term of contract as above.	June 21.	Aug. 5.	John A. Bailey Robert Bowie Peter McLaren Charles Stevenson Robert Armour James Bradley John Riley R. C. Jackaberry	Brockville do Township of Elizabethtown Brockville do do do Elizabethtown	July 30 " 30 " 23 " 21 " 19 " 20 " 23 " 30	Aug. 4 " 4 " 4 " 4 " 4 " 28 " 28 " 30	1 2 3 4 5 6 7 8	do do do do do do do do	180 00 0 15 192 00 196 00 200 00 224 00 0 25 405 40	No. 1 accepted. per trip. " per trip. " per trip.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Proposed duration of Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Demorestville and North Port. (4 miles.)	Service six times per week, to commence 1st October, 1864. Mail to be conveyed on horse-back or in a waggon, in summer, and in a cutter during winter. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1864. June 24.	1864. Aug. 5.	E. R. Nixon Wm. Baker James Larvey E. R. Nixon Nostrand Sprague Benj. Smith	Demorestville do do do do	1864. July 16 " 26 " 27 July 20 " 19	1864. July 28 " " " " " " July 23 " " "	1 2 3 4 5 6	1 in conformity with terms of advertisement. " " "	\$ 112 00 114 00 125 00 130 06 195 00 200 00	No. 1 accepted.
Lansdown and R.R. Station. (1 mile.)	Service twelve times per week, to commence 1st October, 1864. Mail to be conveyed on foot or otherwise, at option of contractor. Proposed term of contract as above.	June 21.	Aug. 5.	Francis Martin William Thomson Wm. H. McNeil	Lansdown do do	Aug. 1 July 28 June 29	Aug. 6 " " " " " "	1 2 3	do do do	0 22 0 40 0 60	p. trip, Mr. Martin having declined to undertake the service, a contract was made with Mr. McNeil, at 60 cts. per day (30 cts. per trip), that being the amount which he meant to express in his Tender.
Lyn and R.R. Station. (1 mile.)	Service twelve times per week, to commence 1st October, 1864. Mail to be conveyed on foot or otherwise, at option of contractor. Proposed term of contract as above.	June 21.	Aug. 5.	Elias Curtis	Lyn	July 11	July 30	1	do	0 37½	This Tender was considered too high. A contract was made with Mr. Curtis at 25 cts. per trip.

Morrisburgh and Railroad Station. (1 mile.)	Service twenty-four times per week, to commence 1st October, 1864. Mail to be conveyed in a public or other vehicle, at option of contractor. Proposed term of contract as above.	June 24.	Aug. 5.	Iron C. Warner William Van Allen John Fetterly do Henry Monk S. W. Westhead Nicholas Carman Robert Johnson	Morrisburgh do do do do do do	Aug. 3 " 2 " 1 July 28 Aug. 1 " 5 " 3	Aug. 5 " 3 " 3 " 3 " 3 " 6 " 6	1 2 3 4 5 6 7 8	do do do do do do do	0 6½ 0 6½ 0 7½ 0 7½ 0 8 0 10 0 10 0 10	per trip, No. 1 [accepted]. " " " " " " " " " " " "
Napanee and Railroad Station. (1 mile.)	Service twenty-four times per week, to commence 1st October, 1864. Mail to be conveyed in a public vehicle or otherwise, at option of contractor. Proposed term of contract as above.	June 24.	Aug. 5.	Robert Bell M. C. Whitcomb Wm. Grange George H. Davy	Napanee do Camden East Napanee	July 16 " 28 " 27 " 26	Aug. 2 " 3 " 3 July 30	1 2 3 4	do do do do	0 12½ 0 14 0 20 0 23	per trip, No. 1 [accepted]. " " " " " "

MAIL CONTRACT, LAKES HURON AND SUPERIOR.—Tenders receivable 5th December, 1863.

Tenders invited for the conveyance of Mails by steamboat between Collingwood, Sault Ste. Marie and Fort William, commencing upon opening of navigation in 1864. The service to be performed by good and well appointed steamboats subject to the Postmaster General's approval. Service to be weekly between Collingwood and Sault Ste. Marie, and fortnightly between Collingwood and Fort William, *via* Sault Ste. Marie.

No. of Tender.	Name of Party Tendering.	PRICE ASKED PER TRIP		Total Price per Season.	Description of Steamer.	Remarks.
		To Sault Ste. Marie.	To Fort William.			
1.....	Charles Perry..... and E. M. Carruthers	\$ 70 00 85 00	\$ cts. 350 00 400 00	\$ cts. 4620 00 5335 00	A new first-class propeller, 135 feet long, speed of from 10 to 12 miles an hour. A new side wheel upper cabin steamer, 400 tons, average speed of 12 miles an hour.	No. 1 accepted.
2.....	James Dick.....	70 00	470 00	5910 00	A steamer of 600 tons, class A 1, low pressure, 200 horse power, speed of 12 miles an hour.	
3.....	John Jacques.....	74 00	491 00	6248 00	A powerful first-class steamer.	
4.....	J. P. Drandally & Co.....	160 00	500 00	7200 00	A good seaworthy upper cabin steamer, 210 feet long, 190 horse power. Speed of from 13 to 15 miles an hour.	
5.....	W. McD. Dawson, on behalf of "Rescue Company"	40 00	650 00	7500 00	A steamer of not less than 350 tons, 200 horse power. Speed of 12 miles an hour.	

6.....	Joseph Whitehead.....	60 00	.....	.....	A first-class propeller, 450 tons. Speed of 14 miles an hour.
7.....	Duncan McEachren.....	55 00	800 00	9405 00	A screw propeller 400 tons, 265 horse power. Speed of not less than 12 miles an hour.
8.....	Cook & Brothers.....	80 00	780 00	9460 00	The steamer "Jesque" 280 tons, 150 horse power. Speed of from 12 to 14 miles an hour.
9.....	Morris & Neeland.....	500 00	750 00	13750 00	A new propeller 310 tons, low pressure, 180 horse power. Speed of 11 miles an hour.

WILLIAM WHITE,
Secretary.

O. MOWAT,
Postmaster General.

REPORT

STATEMENT of Dead Letters, containing Money and other Articles of Value
June

No. of Letters.	Amount of Money contained in Dead Letters received, and how disposed of.	No. of Letters.	Amount of Drafts, Cheques, Bills of Exchange, Certificates of Deposit and Bonds contained in Dead Letters received, and how disposed of.	No. of Letters.	Amount of Promissory Notes contained in Dead Letters received, and how disposed of.	No. of Letters
217	\$ cts. 2,599 90 Delivered.	56	\$ cts. 12,462 30 Delivered.	21	\$ cts. 2,341 51 Delivered.	11
9	32 10 In hands of Post-masters, waiting delivery.		In hands of Post-masters waiting delivery.	1	4 03 In hands of Post-masters, waiting delivery.	
21	81 00 Returned to D. L.O. unclaimed, and now on hand.	1	433 32 Returned to D. L.O. unclaimed, and now on hand.	1	120 00 Returned to D. L.O. unclaimed, and now on hand.	1
247	2,713 00 Total.	57	12,895 62 Total.	23	2,465 54 Total.	12

RECAPITULATION.

		\$	cts.
Number of Letters containing money.....	247	2,713	00
do do Drafts, Cheques, Bills of Exchange, &c.....	57	12,895	62
do do Promissory Notes.....	23	2,465	54
do do Money Orders.....	12	145	90
do do Other Articles of Value.....	75		
Total.....	414	14,720	06

W. H. GRIFFIN,
Deputy Postmaster General.

No. 18.

Registered and sent out for delivery, during nine months ended 30th 1864.

Amount of Money Orders contained in Dead Letters received, and how disposed of.	No. of Letters.	OTHER ARTICLES OF VALUE.	Delivered.	In hands of Post-masters.	Returned to D. L.O. unclaimed, and now on hand.
\$ cts. 144 90 Delivered.	8	Deeds	6	1	1
	1	Fishery License	1		
	1	Breastpin	1		
	2	Policies of Insurance	2		
	1	Locket	1		1
	1	Watch	1		1
1 00 Returned to D. L.O. unclaimed, and now on hand.	1	Daguerreotype	1		
	1	Warrant	1		
	2	Finger rings	2		1
	2	Postage stamps.....	1		
	1	Ear ring.....	2		
	2	Certificates.....	6		
	6	Documents.....	9		
	9	Registered Letters	1		
	1	Summons	1		
	1	Power of Attorney.....	1		
	1	Affidavit	1		
	1	Agreement	1		
	1	Regalia.....	1		
	1	Silver Pencil.....	1		
	1	Passage Certificate.....	21		
	21	English Registered Letters, sent to Imperial Post Office.	9		
	9	American Registered Letters, sent to Washington, U.S....	70	1	4
145 90 Total.	75				

O. MOWAT,
Postmaster General.

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF CANADA,

FOR THE HALF-YEAR ENDING ON THE 30TH JUNE, 1864.

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Printed by Order of the Legislative Assembly.  
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1865.

CONTENTS.

LOWER CANADA.

	Page.
Crown Lands.....	v
Clergy Lands.....	vi
Jesuits' Estates.....	vii
Crown Domain.....	vii
Seigniory of Lauzon.....	vii
The late Sir John Caldwell's Estate.....	vii
Gold Mines.....	viii

UPPER CANADA.

Crown Lands.....	viii
Clergy Lands.....	viii
School Lands.....	ix

CANADA.

Ordnance Lands.....	ix
Woods and Forests.....	ix
Indian Affairs.....	x
Fisheries.....	x

SURVEYS.

Upper Canada.....	xi
Lower Canada.....	xi

COLONIZATION ROADS.

Upper Canada.....	xiv
Lower Canada.....	xiv

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF CANADA,

FOR THE HALF-YEAR ENDING ON THE 30TH JUNE, 1864.

*To His Excellency The Right Honorable CHARLES STANLEY, Viscount
MONCK, Baron Monck of Ballytrammion, in the County of Wexford,
Governor General of British North America, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

The alteration in the financial year, made by the Public Accounts Audit Act of last Session of the Legislature, 27-28 Vic., Cap. 6, renders it necessary that I should submit to Your Excellency a half-yearly report of the proceedings, transactions and affairs of the Department of Crown Lands, to be laid before the Legislature, in conformity with the provisions of the Public Lands Act.

-STATISTICAL DETAILS.

LOWER CANADA.

CROWN LANDS.

During the half-year, 203,459 acres were sold, and 2,314 acres located as free grants on the Colonization Roads. The purchase money of the lands sold amounted to \$101,715.15, the collections to \$60,004.18.

There were 6,003,946 $\frac{1}{2}$ acres disposable on the 1st of January last, to which 156,134 acres were added by surveys during the half-year, making a total of 6,160,080 $\frac{1}{2}$ acres, from which deducting the sales and free grants, 205,773 acres, a balance of 5,954,307 $\frac{1}{2}$ acres remains for future disposal.

CLERGY LANDS.

The sales of the half-year amounted to 18,584 acres, for \$9,711.05. The gross amount received, for instalments, rent, &c., was \$13,459.63, from which taking the amount paid as refunds and commission, \$2,740.53, there remains a net revenue of \$10,719.10 on account of the "Lower Canada Municipalities' Fund."

Deducting the number of acres sold, 18,584, from the amount on hand at the commencement of the year, 311,304 $\frac{1}{2}$ acres, leaves a balance of 292,810 acres disposable.

JESUITS' ESTATES.

The gross collections on account of these Estates for the half-year ending 30th June, 1864, amount to the sum of \$20,873.56, of which \$11,929 02—capitals of sales, &c.—are funded, on account of the "Lower Canada Superior Education Investment Fund," and \$8,944.54—revenue—belongs to the "Lower Canada Superior Education Income Fund," as directed *per* Act 19 Victoria, Chapter 54, (Consolidated Statutes of Lower Canada, Chapter 15).

The total expenses, comprising agents' salaries, commission and disbursements, including cost of Deeds for judicial proceedings, come to \$1,936.74, leaving the net receipts at \$18,936.82.

The purchasers of the former *Banal* Mills of the Seignior of Batiscan, who had bought these properties from the Government, in 1854, at capital sums, remaining *à constituer*, representing the annual rents then derived from the Mills, having run into arrear, and being unable to meet their engagements, in consequence of the depreciation in value of this description of property, owing to the abolition of the *droit de banalité*, which had induced the erection of competing Mills, it was thought to be equitable and judicious to make a compromise with the parties. A reduction was therefore offered, with the sanction of Council, conditional upon the payment of the reduced purchase price by instalments. Two have accepted and carried out this offer, and the third proposes to do so likewise. It is true that the original purchases had been made without any *droit de banalité*, but in one of the sales, the Crown had bound itself not to allow the erection of any other mill within a certain distance; and as in all the cases it was considered that the purchasers could not foresee the result of the operation of the Seigniorial Act, it would have been, to say the least, very exacting on the part of the Government to have insisted on the original price, and entailed the ruin of honest and industrious men, who had had the misfortune to invest in property, the value of which had been afterwards so sensibly diminished by legislative enactment. By making the new purchase price payable by instalments, in lieu of allowing it to remain *à constituer*, an advantage has been gained for the Estates, in so far as the capitals can be funded, and will produce a clear revenue without future expense or risk of further reduction or loss. The reduction allowed came to about a third of the original price, but a little more was granted in one of the cases, where the first price had been originally much too high. This reduction is less than the actual depreciation in value of the properties; but, as part of the injury done to the Mills arose from some of the competing ones deriving their support in whole or in part outside of the Seignior of Batiscan, it was not thought proper to extend the indulgence beyond.

The debtors referred to in the Report of this Office for 1863, who had shown a dispo-

sition, in the early part of 1864, to pay, in consequence of the action taken by the Department have again relapsed into their former neglect and refusal to settle with the Crown, in consequence of which some accounts have been sent to the Crown Law Office for Lower Canada for suit, and the Department will await the result of the proceedings to be adopted there, and which are required to serve as an example to bring the debtors to a settlement. The total arrears are supposed to amount to about \$160,000.00.

For Receipts and Expenses, in detail, see Appendix No. 14.

CROWN DOMAIN.

The sum of \$3,567.07 has been received from the Domain, in Lower Canada, during the half-year expired 30th June, 1864, of which \$1,548.75 is *Lods et Ventes*, &c., from the *Censives* of Quebec and Three Rivers, \$83.75 from the sale of lots in the Township of St. Maurice, and \$1,934.57, on beach and deep-water lots in the Ports of Quebec and Montreal.

The expenses amount to \$852.10, and are composed of Agents' salaries, commission and disbursements, including cost of copies of deeds.

Of the receipts the sum of \$757.52, received by the Government in December, 1861, in the case of the Quebec Building Society vs. Jones, being capital and arrears of rent of a deep-water lot, river St. Charles, Quebec, and belonging to the Quebec Harbor Commissioners, under the Act 22 Victoria, chapter 32, (1858), was paid over to that body in February.

See Appendix No. 16 (a) for a detailed statement of the receipts, &c.

SEIGNIORY OF LAUZON.

The gross receipts from this Seigniori for the half-year ending 30th June, 1864, reach the sum of \$5,110.12.

The expenses, being proportion of Agents' salary and disbursements, are \$607.44.

In the expenses is included the sum of \$1:9.01 for cost of purchase of a lot on which the Department had a claim, acquired by the Agent at Sheriff's sale, to prevent the Government from incurring loss by the same being sold for less than its value, and not sufficient to pay the costs and Crown dues. In such cases these lots are afterwards disposed of by the Department, and usually at a profit more than sufficient to cover all the debt and expenses.

The net revenue for above period stands at \$4,502.68.

For a statement of receipts and expenses, in detail, see Appendix No. 15 (a).

LATE SIR JOHN CALDWELL'S ESTATE.

The sum of \$8,186.65, being the amount in the hands of Mr. Félix Fortier, Curator to this Estate, referred to in the report of this Department for 1863, was deposited in bank to the credit of this Office by the Prothonotary of the Court of Queen's Bench, in February, 1864, out of which a sum was paid to Messrs. Casault, Langlois & Angers, Advocates, for balance of costs, and the remainder transferred to Government account.

Mr. Fortier is continuing to regulate the business appertaining to this estate, and is enforcing a settlement on the part of the debtors thereto in the Seigniori of Lauzon, giving his attention at first more especially to cases where it is feared that prescription of the debts might be evoked, if any longer delay were allowed to elapse.

For amounts received and expended, see Appendix No. 15 (b).

GOLD MINES, CANADA EAST.

On the 22nd April, 1864, the regulations adopted in Council on the 16th of the same month, and copy of which will be found in Appendix No. 24, were promulgated, and Mr. Judah, the Officer in charge of the Crown Domain Branch of the Department, was instructed to proceed to the Chaudière Gold Mining Division, to report on the prospects for the coming season's operations. For copies of the instructions he received and of his report, see Appendix No. 25.

These regulations were suspended in May, and Parliament being then in session, a Gold Mining Act was introduced into the Legislative Council, and, having passed both branches of the Legislature, became law on the 30th June. See 27-28 Victoria, chapter 9.

In the Bill, as submitted to the Legislature, there was a clause providing that all unsold Crown Lands in the Gold Mining Divisions to be erected under the Act should be withheld from sale, except on proof that they were unfit for gold mining purposes; and providing that in case gold was afterwards discovered on such lands, the Commissioner of Crown Lands should have the right of resuming the same, on re-imbursing the price paid and paying the value of the improvements. Parliament having struck out this clause, and thus evinced its desire that the lands should be sold, it has become necessary to re-open the sale of such as had previously been temporarily stayed.

Proceedings under the Act, as well as the full season's operations and reports of the inspectors, will appear in next year's report of this Department. It may, however, be stated that in the Chaudière Division, up to 30th June, operations were said to have been carried on, principally on the river Gilbert, in the seigniory of Rigaud-Vaudreuil, with remunerative returns, fully equalling those of last year, and that prospecting had been proceeded with elsewhere at several places, the whole giving a fair promise of favorable results.

In the St. Francis Division little had been done, except in the way of prospecting.

The Inspector for the Chaudière Division issued, under the regulations of April, only two licenses. The St. Francis Inspector did not grant any.

The expenses consist of Inspectors' salary, for amount of which, as well as receipts, see Appendix No. 16 (b).

UPPER CANADA.

CROWN LANDS.

There were 3,028,787½ acres of surveyed Crown lands disposable at the commencement of 1864; in addition thereto 175,805 acres were subdivided during the half-year, making a total of 3,200,592½ acres, of which 79,145½ acres were sold, and 9,833 acres located as free grants on the colonisation roads, leaving a balance of 3,111,614 acres on hand. The purchase money of the lands sold amounted to \$84,113.94, the receipts to \$126,155.93.

CLERGY LANDS.

Twenty-two thousand two hundred and sixty-five and a quarter acres were sold during the half-year, leaving 50,360½ acres still disposable. The purchase money of the lands

sold amounts to \$37,123.35, the gross receipts to \$103,934.56, from which deducting the refunds and commissions, \$21,494.56, a net balance of \$82,440.15 remains for appropriation under the provisions of the Clergy Reserves Act, Consolidated Statutes of Canada, chapter 25.

GRAMMAR SCHOOL LANDS.

The quantity remaining on hand at the commencement of the year 1864 was 50,134 acres. Only 924½ acres were sold, for \$1,610.50, leaving 49,210½ acres on hand. Deducting from the gross amount of collections, \$5,516.88, the commissions and refunds, \$1,103.38, there remains a net receipt of \$4,413.50.

COMMON SCHOOL LANDS.

During the half-year 3,640 acres of these lands were sold, and 25,765 acres resumed for the non-fulfilment of the conditions of sale, and re-sold. The purchase money of both amounted to \$49,094.75. The gross receipts were \$93,216.54, the disbursements for commissions and refunds \$20,461.74, leaving a net income for the half-year of \$77,754.80.

The total net amount realized from these lands up to the 30th of June last is \$1,088,250.73.

MINERAL LANDS.

On the north shores of Lakes Huron and Superior, 3,300 acres were sold under the regulations of the 3rd of March, 1864, at \$1 an acre, cash, and \$1,100 were received on account of previous sales.

For copy of the above-mentioned regulations, see Appendix No. 26.

CANADA.

ORDNANCE LANDS.

In the month of April, sales were made at Kingston, Penetanguishene, Lyon's Creek, and Chippewa to the amount of \$6,255, of which one instalment was paid. The receipts for the half-year were \$14,434.43; the disbursements for salaries, refunds, surveys and contingencies were \$6,240.94, including \$1,535.96 for the last quarter of 1863. The receipts for the corresponding six months of 1863 amounted \$4,890.80, shewing an improvement this year of \$7,776.65 to the 30th June, which has continued proportionably to the present time.

WOODS AND FORESTS.

The amount of Revenue collected during the half-year ending 30th June, 1864, from Timber Dues and Ground Rents was \$35,354.76, and from Slide Dues \$2,849.52, making the total \$38,204.28, in addition to which the sum of \$434.31 was collected for other services, viz:—Clergy, School and Indian; and \$8,183.71, value of Settlers' Timber. Total, \$46,822.30.

The charges of management for collecting Timber Dues, Ground Rents and Slide Dues are \$13,512.26. These charges do not include the salaries of the Woods and Forests

Branch at head-quarters, nor the following sums: \$1,838.93 refunds, &c., and \$316.95 transferred.

INDIAN AFFAIRS.

The receipts for lands and timber for the half-year commencing 1st January and ending 30th June, 1864, were \$33,997.78; interest and investments for the same period, \$43,734.57; annuities and grants, \$17,310.00; making a total of \$95,042.35.

The payments, comprehending annuity and interest money, made to Indians, and including salaries, surveys, and incidental expenses, amounted, for the same period, to \$63,006.35. At the commencement of the year 1864 the total sum, as represented in the books of this Department, at the credit of the various Indian bands was \$1,530,343.31. at the termination of the half-year ending 30th June, 1864, from payment of instalments on lands, from new sales, timber, &c., the amount, after defraying salaries and all other charges, was \$1,562,530.19—shewing an increase of \$32,186.88.

During the period referred to, no additional lands of consequence were brought into market.

FISHERIES.

The spring fishing being carried on chiefly at distant places, whence no returns could be had so early in the season as the 30th of June, the summer fishing also being in many localities now at its height, and in some parts only just commenced, details under this head cannot be given in the present half-year.

Generally speaking, the commercial fishings are less productive than usual.

Certain improvements in the fisheries' service, begun under my predecessor, render it already more efficient, and, at the same time, reduce its expensiveness.

Down to the present date, the expenditure for this half-year has been, in Lower Canada, \$15,560.85, which sum includes \$9,769.50 paid as Fishing Bounties for 1863, and \$1,045.50 in payment of accounts and claims deferred since 1862 and 1863. In Upper Canada, a total sum of \$410.96 was expended to 30th June, 1864, including payments to the amount of \$177.50 for accounts belonging to the previous year. The apparent expenditure in the books of the Department at the close of this half-year exceeds the legislative appropriation. This discrepancy is owing to various sums advanced early in the season, as disbursements to Fishery Overseers residing at remote parts of the coast, and which are accounted for, on the whole season's operations, to 31st December. Claims for fishing bounties in abeyance and others, not notified at the time of estimating for such expenditure, make the sum actually paid \$769.50 in excess of amount voted. Bounties, however, being payable in part out of rents on fisheries leased, and there being at that time a larger sum collected, the authority of an Order in Council was deemed sufficient for the payment of such excess. Also, in consequence of outfitting and provisioning the Government schooner *La Canadienne* for the whole season, advances require to be made to the crew before leaving, and funds to pay current wages are advanced before the vessel sails. Hence considerable sums entered before the close of the half-year in the office books as expenditure, apply in fact and chiefly to the period of the season after the 30th of June.

A comparison of the sums collected, as rents and fees, is correspondingly favorable. Although license dues and instalments on leases of fishery stations do not become due in

this half-year, collections were made by the Department, to 30th of June, of \$4,157.05 in Lower Canada, and \$482.62 in Upper Canada. These collections consist principally of advance payments on new licenses and leases, and arrears due on former issues.

The undersigned strongly recommends early legislation to simplify and amend the Fishery Laws. It is believed that, with such statutory enactments as experience suggests, a system can be devised and carried out that would prove acceptable to the fishermen, while, at the same time, satisfactory, inexpensive and beneficial to the public.

UPPER CANADA SURVEYS.

The surveys completed and audited during the half-year ending the 30th of June, consist of the subdivision of the townships of Mattawan and Wiley; the residues of the townships of Cardiff and Monmouth; Thorah Island in Lake Simcoe (Indian Lands), and Navy Island in the Niagara River (Ordnance Lands); also, the re-posting of some free grant lots on the Opeongo Road.

The following surveys have been also completed in the field, but the surveyors' complete returns have not been received in the Department: Township of Monk, and the subdivision into town and park-lots of the town-plot of Muskokaville, situated near the Great Falls on the Muskoka River; township of Jones; residues of the townships of Wollaston and Dungannon; re-survey of the township of Burleigh; and the surveys of the Indian lands on the Great Manitoulin Island, consisting of the townships of Howland, Bidwell, Sheguiandah and Assiginack.

Instructions were issued during the half-year for the re-surveys of the townships of Harvey and Burleigh; for the subdivision of Navy Island, in the Niagara River (Ordnance Lands); and of Point aux Pins, at the Rondeau, in the township of Harwich; for the survey of a base line for townships on the east coast of the Georgian Bay, and of a road line from Arnprior to the village of Springtown, &c., on the Madawaska River; easterly boundary line of the town-plot of Bronte, in Trafalgar (Indian); gore lot D, in the township of Sophiasburg; and for the re-planting of posts on a portion of the Hastings Road free grant lots.

LOWER CANADA SURVEYS.

The surveys performed under instructions from the Department, during the half-year—consisting of the outlines of townships—establishing the boundaries between seigniories and adjacent townships—verifications of former surveys—the subdivision of the arable parts of townships into farm lots, and of explorations for tracing and making certain road-lines for colonization purposes—as exhibited in the official returns, are dispersed over ten counties of Lower Canada. The area of 156,134 acres, laid out by actual measurement into farm-lots, covers part of seven townships, situate in the after-mentioned counties, as follows:

CHICOUTIMI.

The Township of Parent is situate on the north-western shore of Lake St. John, between the Rivers Ashuapmouchuan and Mistassini. Thirty thousand one hundred and eighteen acres, comprising about half the area of the township, were laid out into farm-lots of one hundred acres each, more or less; the larger proportion whereof is reported to be good and arable land, and well adapted for agricultural purposes, and specially fertile

where it is irrigated by the River Ticonabé, a considerable tributary of the River Mistassini. The opening of this township for disposal, in extension of the rapidly settling townships on the eastern and western borders of Lake St. John, cannot fail to induce a rapid colonization of the public lands in this section of the county.

The tract of land known as the Island of Alma, formed by the *grande décharge* of the River Saguenay on the north, and the *petite décharge* on south channel, and comprised within the external limits of the Township Delisle, situate in the same county, has also been subdivided into farm-lots, containing in the aggregate nine thousand nine hundred and twenty-seven acres of land. The superior quality of the soil and generally level surface of the land in this island, joined to the large water-powers of both channels of the Saguenay, render it a desirable location, as well for actual settlement as for manufacturing purposes.

L'ISLET.

The Township of Leverrier and the residue of the adjacent Township Talon, both situate along the Province line, and containing together 70,202 acres of land, were laid out into farm-lots for actual settlement. These surveys almost complete the subdivision of all that section of country, lying between the seigniories and the Province line, within this and the Counties of Dorchester, Bellechasse and Montmagny towards the south-west, and the County of Kamouraska to the north-east, recommended in the annual report of the Commissioner of Crown Lands for the year 1856-57, as much required in the interest of colonization.

Part of the back projected ranges of the Township of Ashford, adjoining the Elgin road, was subdivided into farm-lots to the extent of nine thousand six hundred and sixty acres of land; a considerable portion of which area is well adapted for cultivation, especially the alluvial tracts along the River Ouelle, on which river some extensive saw-mills are already erected within the newly-surveyed tract.

BERTHIER.

The first three ranges of the Townships of Brassard and Provost, situate on the opposite banks of the River Matawan, a large stream rising in the County of Montcalm and flowing across the Counties of Joliette, Berthier, Maskinongé and St. Maurice, and discharging into the River St. Maurice, about fifty miles above Three Rivers, were surveyed into one hundred acres lots, containing together about 24,000 acres of land.

These townships, in a direct distance along the district line, lie about thirty miles back from the surveyed Townships of Peterborough and Brandon, and geographically form part of the Great Valley or Basin of the St. Maurice; and notwithstanding their remote situation, the generally favorable character of the soil and surface of the land for some considerable distance back from the bank of the river, as reported by surveyors and parties who have explored that section of the country, expressly for colonization purposes, will doubtless induce a rapid settlement of these and other townships which may hereafter be laid out in the same locality, especially when the road, now in course of construction by the Department of Public Works, from the nearest settlements in the Parish of St. Gabriel de Brandon, to the discharge of Lake Kiakamak into the Matawan, in the Township Provost, shall, as a summer communication, be effectually carried out.

ARGENTEUIL.

In this county the first five ranges in the Township of Wolfe, containing nine thousand and seventy-one acres, were subdivided into farm-lots, with a view of thereby extending the field for settlement westward from the Township of Beresford, situate in the adjoining County of Terrebonne, in which the surveyed lands are being rapidly disposed of and occupied.

BELLECHASSE.

The broken tract of land lying in rear of the ranges fronting on the Taché road, in the Township of Buckland, containing three thousand one hundred and fifty-six acres, was subdivided as an additional range of lots for actual settlement, which completes the survey of the north-east part of this township.

TEMISCOUATA.

A line of road for colonization purposes was traced and marked in the field, branching off from the St. Alexander Government road at the head of Lake Pohenigamook, in the Township of Pohenigamook, thence traversing the projected Township of Estcourt to the fork of Blue river with the River St. Francis, a total distance of ten miles and a half. This line intersects, near its southern terminus, another line of road traced from the Grand Détour settlement in the Parish of Notre Dame du Lac, in the Seigniory of the Lake Temiscouata, and thence crossing the projected Township of Cabano south of the River Cabano to the outlet of Long Lake, and then to its intersection with the Pohenigamook road first mentioned, a total distance of nineteen miles, whereof five and a half miles lie in the Seigniory of Temiscouata, and the remainder in the vacant Crown lands. The land on the above line of road is reported generally favorable for the construction of a good road, presenting, with few exceptions, a tolerably level surface, whilst the general quality of the soil appears well adapted for cultivation and settlement. It is, in consequence, contemplated to lay off ranges of lots along both lines respectively in the Townships of Estcourt and Cabano.

CHARLEVOIX AND CHICOUTIMI.

* A line for a colonization road, called the *Chemin des Marais*, was traced and marked in the field from a point on the public road near the Ruisseau Menin, on the left or easterly bank of the River Malbaie, in the Seigniory of Mount Murray and County of Charlevoix, and thence following the valley of the brook to the rear line of the seigniory, thence in an easterly direction in the valley of the *Ruisseau des Marais* to the forty-eighth parallel of latitude or southern limit of the County of Chicoutimi, in the eighteenth mile from the seigniorial boundary of Mount Murray, thence north-westerly to its intersection, in the thirty-first mile, with the line of road traced from Anse St. Jean, on the Saguenay.

The general character of the country the above described road line traverses, although rugged and mountainous, nevertheless presents, here and there, tracts or patches of good land for settlement—the general range whereof appears to have been carefully explored in locating the present line. Its chief advantage, however, lies in its offering a practicable communication between the settlements of l'Anse St. Jean, as well as those of Grande Baie, by the St. Agnes Road, with the populous parishes in the Seigniory of Malbaie, on the St. Lawrence.

COLONIZATION ROADS—UPPER CANADA.

During the half-year a survey was made for a continuation of the Mississippi Road from the Addington to the Hastings Road, about forty miles, and an estimate of the cost thereof prepared; also, a survey and estimate of the Monck Road line from Lake Couchiching to the Bobcaygeon Road, about fifty miles.

The following works, which had been previously let by contract, were continued, viz.: The construction of ten miles of the Pembroke and Mattawan Road, and twenty miles each of the Burleigh and Parry Sound Road, and a bridge over the river Petawawa.

Repairs performed by labourers, under the superintendence of active and skilful overseers, were commenced on the Addington, Frontenac, Hastings, Mississippi, and Muskoka Roads; also, the opening of twelve miles of new line on the Hastings Road.

As none of these works were complete on the 30th of June last, the details of the operations and expenditure will be given in the report for the financial year ending on the 30th of June next.

PROGRESS OF SETTLEMENT ON THE UPPER CANADA COLONIZATION ROADS.

ADDINGTON ROAD.—There were no new locations, and only three lots, which had been abandoned, were re-located.

On the **BOBCAYGEON, FRONTENAC and HASTINGS** Roads, no lots were taken up.

On the **BURLEIGH** Road, the agent reported forty-three new locations.

On the **MUSKOKA**, two new locations and thirteen re-locations.

On the **OPONGO** Road, five new locations and three re-locations.

On the **PETERSON** Road, fifty new locations and twelve re-locations.

PROGRESS OF SETTLEMENT ON THE LOWER CANADA COLONIZATION ROADS.

There were no locations on the **ELGIN** Road.

On the **ETCHEMIN** Road, there were three locations;

On the **MAILLOUX** Road, two

On the **MATAPEDIA** Road, four;

On the **TACHÉ** Road, one;

And on the **TÉMISCOUATA** Road, sixteen locations.

The statistical details of the improvements and produce of the year 1863 were given in last year's report. There has been no inspection since.

As I assumed the charge of the Department only a few weeks before the close of the half-year, and had, during the greater part of that short period, to attend to the duties of legislation, I had but little opportunity of acquiring a knowledge of the Crown Lands affairs, and do not venture to offer any "general observations" with reference thereto.

Respectfully submitted.

A. CAMPBELL,
Commissioner.

APPENDIX

TO THE

Report of the Commissioner of Crown Lands.

 CONTENTS OF THE APPENDICES.

APPENDIX.	PAGE.
1.—Return of Officers and Clerks of the Department.....	1
2.—Return of Lower Canada Crown Land Agents.....	5
3.—Return of Upper Canada Crown Land Agents.....	7
4.—Return of Canada Timber Agents.....	8
5.—Return of Lower Canada Agents of Jesuits' Estates, Crown Domain and Seigniori of Lauzon	10
6.—Return of Lands sold.....	11
7.—Return of Receipts considered as Revenue.....	11
8.—Return of Disbursements as Expenses of Management.....	12
9.—Return of Collections.....	13
10.—Receipts and Disbursements on account of Clergy Lands, Upper Canada.....	14
11.—Receipts and Disbursements on account of Clergy Lands, Lower Canada.....	15
12.—Receipts and Disbursements on account of Common School Lands, Upper Canada.....	16
13.—Receipts and Disbursements on account of Grammar School Lands, Upper Canada.....	17
14.—Receipts and Expenses on account of Jesuits' Estates, Lower Canada.....	18
15 (a).—Receipts and Expenses on account of Seigniori of Lauzon, Lower Canada.....	19
15 (b).—Receipts and Expenses on account of late Sir John Caldwell's Estate.....	20
16 (a).—Receipts and Expenses on account of Crown Domain, Lower Canada.....	21
16 (b).—Receipts and Expenses on account of Gold Mining.....	22
17.—Receipts and Disbursements on account of Ordnance Lands, Canada.....	23
18.—Lower Canada Surveys.....	24
19.—Upper Canada Surveys.....	25
20.—Woods and Forests.....	27
21.—Office Work.....	43
22.—Receipts and Disbursements on account of Fisheries.....	45
23.—Fishing Bounties paid.....	46
24.—Gold Mining Regulations.....	47
25.—Instructions and Report on Gold Mining Operations.....	49
26.—Mineral Lands' Regulations.....	55
27.—Report of the Deputy Superintendent of Indian Affairs.....	57

APPENDIX No. 1.
RETURN OF OFFICERS and CLERKS in the Department of Crown Lands, for the half-year ending 30th June, 1864.

Designation.	Name.	Salary per annum.	When appointed.	By whom appointed.	Remarks.
Commissioner	Hon. W. McDougall.....	\$ 5000 00	1862, May 24.....	.....	.....
do	Hon. A. Campbell.....	5000 00	1861, March 30.....	.....	.....
Assistant Commissioner	And. Russell.....	2600 00	1839, Nov. 22.....	Lord Sydenham.....	.....
Deputy Surveyor General.	Jos. Bouchette.....	2400 00	1818, March 18.....	Sir T. C. Sherbrooke.....	.....
Accountant and Cashier.	William Ford.....	1070 00	1852, April 10.....	Commissioner of Crown Lands.....	.....
Surveyor and Draughtsman	E. T. Fletcher.....	1360 00	1841, Dec. 21.....	Surveyor General Parke.....	.....
Head of Surveys, Upper Canada.	Thomas Devine.....	1600 00	1846, July 11.....	Commissioner of Crown Lands.....	.....
Surveyor and Draughtsman.	G. C. DuRoche.....	1320 00	1852, March 22.....	do	.....
do	J. W. Brindland.....	1600 00	1856, Jan. 22.....	do	.....
do	E. Fox.....	1050 00	1857, Sept. 28.....	Governor in Council.....	.....
Draughtsman	J. F. Bouchette.....	1160 00	1851, June 9.....	Commissioner of Crown Lands.....	.....
do	S. P. Bausel.....	1060 00	1851, June 1.....	do	.....
Surveyor and Draughtsman.	E. B. Tiché.....	1040 00	1861, April 3.....	do	.....
Draughtsman	H. E. Hayward.....	912 50	1857, Jan. 29.....	do	.....
Superintendent of Woods and Forests.	P. M. Partridge.....	1600 00	1851, Feb. 19.....	do	.....
First Class Clerk	Thos. Hector.....	1610 00	1839, June 17.....	Sir George Arthur.....	.....
do	H. J. Jones.....	1360 00	1840, Nov. 9.....	do	.....
do	J. C. Parbutt.....	1610 00	1841, June 1.....	Governor General.....	.....
do	W. F. Collins.....	1610 00	1843, Aug. 7.....	Commissioner of Crown Lands.....	.....
do	E. T. Judah.....	1000 00	1849, June 12.....	do	.....
do	E. A. Gagnéux.....	1440 00	1849, Nov. 1.....	do	.....
do	Jeremiah Alley.....	1360 00	1848, Feb. 6.....	do	.....
do	John Morphy.....	1360 00	1851, July 8.....	do	.....
do	John Tolmie.....	1360 00	1853, Oct. 22.....	do	.....
do	Thomas Hammond.....	1360 00	1842, Jun. 24.....	do	.....
do	F. A. Hall.....	1360 00	1847, Jun. 1.....	do	.....
do	J. Y. Gale.....	1280 00	1846, Sept. 11.....	Mr. Secretary Daly.....	.....
do	W. F. Whiteher.....	1360 00	1847, April 1.....	Commissioner of Crown Lands.....	.....
do	V. E. Tessor.....	1080 00	1852, Aug. 7.....	do	.....
do	A. Kirkwood.....	1080 00	1854, March 21.....	do	.....
do	A. T. Taylor.....	1060 00	1854, Oct. 29.....	do	.....
do	F. D. Dugal.....	1060 00	1854, Feb. 18.....	do	.....
do	F. Chasse.....	1060 00	1855, May 28.....	do	.....
do	L. A. Robitaille.....	1060 00	1855, April 1.....	do	.....
do	D. A. Grunt.....	1060 00	1856, Aug. 1.....	do	.....
do	J. J. Prendergast.....	1060 00	1851, Aug. 1.....	do	.....
do	G. B. Cowper.....	1060 00	1857, Oct. 17.....	do	.....
do	L. D. Lenoine.....	912 50	1858, April 27.....	do	.....
do	Thos. Morkill.....	912 50	1858, April 24.....	do	.....

Transferred from Post Office Department, 1st June, 1861.

APPENDIX No. 1.—Continued.

RETURN of OFFICERS and CLERKS in the Department of Crown Lands, for the half-year ending 30th June, 1864.

Designation.	Name.	Salary per annum.	When appointed.	By whom appointed.	Remarks.
Second Class Clerk	W. E. Collins	\$ 912 50	1853, Nov. 23	Commissioner of Crown Lands	
Third Class Clerk	John Innes	760 00	1848, Nov. 1	do	
Extra Draughtsman	A. L. Russell	2 00 per diem	1861, Oct. 31	do	
do	W. Barron Van Koerber	2 50 do	1862, Oct. 1	do	
Extra Clerk	B. C. Micklethie	2 50 do	1860, Jan. 18	do	
do	J. M. Grant	2 50 do	1860, May 12	do	
do	G. Lindsay	2 50 do	1860, Feb. 4	do	
do	C. VanFelson	2 50 do	1860, Oct. 8	do	
do	J. Nicholson	2 00 do	1860, Nov. 8	do	
do	D. G. E. Ross	2 00 do	1861, April 15	do	
do	H. B. Dufort	2 00 do	1861, June 7	do	
do	L. Berthelot	2 50 do	1861, Sept. 25	do	
do	A. J. Scott	2 00 do	1861, Oct. 24	do	
do	F. Norton	2 50 do	1860, March 30	do	
do	W. Eubs	2 50 do	1862, April 3	do	
do	R. H. Browne	2 00 do	1862, May 14	do	
do	R. H. Temple	2 00 do	1863, Sept. 4	do	
do	J. Murphy	2 00 do	1863, Sept. 16	do	
do	J. S. Tauson	2 00 do	1863, Oct. 21	do	
do	M. S. Foley	2 00 do	1864, Jan. 1	do	
do	R. Kettle	2 50 do	1864, Feb. 22	do	
do	J. R. Montgomery	2 00 do	1861, March 8	do	
Office Keeper	John Bradshaw	600 00	1852, March 27	do	
Messenger	George Fisher	416 00	1844, Sept. 1	do	
do	P. Cahill	450 00	1856, Sept. 2	do	
do	P. Potvin	450 00	1859, Sept. 1	do	
do	C. Dumontier	450 00	1864, March 26	do	

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

APPENDIX No. 1 (a).

LIST of OFFICERS and CLERKS in the Department of Crown Lands, for the half-year ending 30th June, 1864, arranged according to Branches.

Branches.	Names.	Designation.
	Hon. A. Campbell	Commissioner.
	Andrew Russell	Assistant-Commissioner.
Lower Canada Surveys and Patents	J. Bouchette	Deputy Surveyor General. Senior Surveyor & Draughtsman, and Inspector of Surveys.
	E. T. Fletcher	
	G. G. Dunlerie	Surveyor and Draughtsman.
	J. F. Bouchette	Draughtsman.
	E. E. Taché	Surveyor and Draughtsman.
	W. Baron Von Koerber	Extra Draughtsman.
	F. Chassé	Clerk.
	T. Morkill	Clerk.
Upper Canada Surveys	Thomas Devine	Head of Surveys, U.C.
	E. Fox	Surveyor and Draughtsman.
	H. F. Hayward	Draughtsman.
	D. A. Grant	Clerk and Book-keeper of Branch.
	A. J. Scott	Extra Clerk.
Colonization Roads and Ordnance Lands, Canada West	J. W. Bridgland	Senior Surveyor and Inspector of Surveys, in charge.
	A. L. Russell	
	M. S. Foley	Extra Draughtsman and Clerk.
Patents	H. J. Jones	Senior Patent Clerk.
	J. J. Prendergast	Clerk.
	J. Innes	Clerk.
Accounts	William Ford	Accountant and Cashier.
	J. V. Gale	Book-keeper of Department.
	D. G. B. Ross	Extra Clerk.
	H. B. Dufort	Extra Clerk.
	W. Ebbs	Extra Clerk.
	J. R. Montgomery	Extra Clerk.
Upper Canada Land Claims, and Mining Lands—also Crown Sales in Old Townships	Thomas Hector	Chief Clerk in charge.
	F. A. Hall	Clerk.
	T. Hammond	Clerk.
	G. Lindsay	Extra Clerk.
	J. S. Thomson	Extra Clerk.
Land Sales, U. C.	J. C. Tarbutt	Chief Clerk in charge.
	A. Kirkwood	Clerk.
	A. T. Taylor	Clerk.
	J. M. Grant	Extra Clerk.
Land Returns, U. C.	Jeremiah Alley	Senior Clerk Agents' Returns, U. C.
	J. Tohnie	Clerk.
	F. Norton	Extra Clerk.
	R. Nettle	Extra Clerk.
Lower Canada Land Sales, Western Section.	W. F. Collins	Chief Clerk in charge.
	F. D. Dugal	Clerk.
	W. E. Collins	Clerk.
	L. Berthelot	Extra Clerk.
Lower Canada Land Sales, Eastern Section, and Colonization Roads, C. E.	E. A. Gagnéroux	Chief Clerk in charge.
	V. E. Tessier	Clerk.
	L. D. Lemoine	Clerk.
Jesuits' Estates, Seigniorie of Lauzon, and Crown Domain	F. T. Judah	Chief Clerk in charge.
	D. C. Mackenzie	Extra Clerk.
	R. H. Brown	Extra Clerk.

APPENDIX No. 1 (a).—Continued.

LIST of OFFICERS and CLERKS in the Department of Crown Lands, for the half-year ending 30th June, 1864, arranged according to Branches.

Branches.	Names.	Designation.
Woods and Forests.....	P. M. Partridge.....	Superintendent.
	L. A. Robitaille.....	Clerk.
	G. B. Cowper.....	Book-keeper of Branch.
	G. Vanfelson.....	Extra Clerk.
	J. Nickinson.....	Extra Clerk.
Fisheries	W. F. Whiteher.....	Chief Clerk in charge.
	S. P. Bauset.....	Clerk and Draughtsman.
Registrar	J. Morphy.....	Registrar.
	R. Temple.....	Extra Clerk.
Office Keeper.....	John Bradshaw.....	
Messengers.....	George Fisher.....	
	P. Cahill.....	
	P. Potvin.....	
	C. Dumontier.....	

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

APPENDIX No. 2.

LIST OF CROWN LAND AGENTS FOR LOWER CANADA, dates of their Appointments, and Commission allowed to each on Collections made during the half-year ended 30th June, 1864.

EASTERN SECTION.

Names.	COUNTIES.	Dates of Appointments.	Commission.	Remarks.
Bochet, A.	Portneuf and Champlain.	1843, June 30.	\$ 1 34	
Bourgeois, J.	Berthier and Joliette.	1858, December 23.	13 87	
Boulliano, R.	Sagouay.	1858, September 10.	1 10	
Daly, A.	Part of Leinster.	1841, June 12.	17 95	
Déry, L. P.	Part of Portneuf.	1851, July 12.	11 20	
Deguse, F.	Part of Kamouraska.	1850, May 25.	5 40	
Drupau, S.	Elgin and Taché Road, Eves Grant Agent.	1858, January 29.	8 10	and \$4 25 diem.
Dubord, L. A.	Mashinongé and St. Maurice.	1856, May 26.	39 43	
Eden, J.	Gaspé.	1851, May 24.	68 59	
Farwell, W.	Compton.	1861, September 26.	201 69	and \$500 25 annum.
Gauvreau, L. A.	Part of Rimouski.	1848, July 22.	58 92	
Labrecque, L.	Beauce.	1861, April 26.	159 19	
Lamontagne, F.	Part of Bellechasse.	1862, October 20.	9 81	
Laporte, J.	Part of Peterboro.	1866, September 1.	1 47	
Lavallée, A. B.	Part of Two Mountains and Terrebonne.	1813, August 12.	19 26	
LeBel, J. F.	Part of Sherbrooke and Wolfe.	1852, May 31.	126 55	
LeBel, J. A.	Bonaventure.	1858, March 25.	25 97	
Larue, S. V.	Part of Bellechasse.	1852, October 11.	6 78	
Lepages, J. B.	Part of Rimouski, and Matapédia Road.	1855, September 10.	10 49	and \$2 per diem.
Leitch, V.	Chicoutimi.	1858, September 12.	25 17	
Leitch, F.	Dorchester.	1862, June 6.	20 17	
Roy, C. F.	Parts of Rimouski and Gaspé.	1862, August 6.	5 76	and \$2 per diem.
Ross, Andrew	Part of Mégantic, Dorchester, and Bellechasse.	1813, June 30.	118 82	
et, McL.	Quebec.	1816, September 27.	1 00	
Téou, F.	Parts of L'Islet and Bellechasse.	1856, May 25.	64 12	
Vergé, J. N.	Bate des Chateaux.	1861, May 27.	10 59	

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.
DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

ENROLLMENTS.
 cent. Commission on the first..... \$ 2000.
 cent. Commission on the next..... 25000.
 cent. Commission on any sum exceeding 30000.

APPENDIX No. 2.

LIST OF CROWN LAND AGENTS FOR LOWER CANADA, dates of their Appointments, and Commission allowed to each on Collections made during the half-year ending 30th June, 1864.

WESTERN SECTION.

Names.	COUNTIES.	Dates of Appointments.	Commission.	Remarks.
Barron, T.	Part of Two Mountains.	1864, May 28.	1 15	
Bastien, F. X.	Part of Ottawa.	1819, August 4.	97 27	
Bourgeois, G. A.	Part of Drummond	1836, March 23.	40 05	
Cameron, G. W.	Part of Ottawa.	1859, December 12.	103 60	
Felton, J.	Part of Sherbrooke, Stursdal, Drummond.	1853, January 30.	219 17	
Farley, R.	Part of Ottawa.	1839, August 27.	236 93	
Gagnon, A.	Part of Ottawa.	1860, January 12.	41 63	
Gagnon, A.	Arthabaska.	1852, January 21.	65 06	
Hume, J.	Part of Megantic.	1858, February 27.	290 22	
Judgson, G. M.	Part of Pentec.	1818, April 15.	87 35	
Komp, O. J.	Stansfeld, Missisquoi, Shefford.	1859, November 14.	128 53	
McBeau, M.	Part of Ottawa.	1860, August 4.	12 21	
McMillan, D.	Part of Two Mountains.	1860, June 20.	155 16	
Smith, T.	Part of Ottawa.	1862, May 1.	85 07	
Sheppard, Hon. W.	Part of Drummond.			

WILLIAM FORD,
Accountant and Cashier.

ANDREW RUSSELL,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

REMARKS:
The Commission on the first \$2000.
The Commission on the first \$2000.
The Commission on the first \$2000.
The Commission on the first \$2000.
The Commission on the first \$2000.

APPENDIX No. 8.

LIST OF CROWN LAND AGENTS FOR UPPER CANADA, Dates of their Appointments, and Commission allowed to each on Collections made during the half-year ending 30th June, 1864.

Names.	COUNTIES.	Dates of Appointment.	Commission.	Remarks.
Alexander, J.	Simcoe	1845, April 13.	\$ cts. 640 49	Locating Agent of Poco Grants.
Boswell, G. G.	Part of Victoria and Peterboro', and Holeyogon Road.	1861, December 4.	.....	Locating Agent.
Carroll, John.	Burleigh Road, Townships Austruther, Chandos, Cardiff.	1863, October 27.	122 53	Locating Agent.
Geddes, A.	Wellington	1845, June 8.	923 12	.....
Hayes, M. P.	Part of Hastings, and Hastings Road.	1856, July 3.	703 68	.....
Harris, W.	Part of Renfrew, Ottawa and Opeongo Road.	1851, June	150 01	.....
Huber, H. S.	Waterloo	1863, November 3.	228 32	.....
Jackson, W.	Grey.	1864, November 3.	1,138 22	.....
Macpherson, J.	Lennox, parts Frontenac and Addington, Frontenac Road.	1866, February 21.	411 65	.....
Moffat, J. P.	North part of Renfrew.	1858, November 26.	66 65	.....
McNabb, A.	Bruce.	1851, April 29.	988 19	.....
Oliver, R. J.	Muskoka Road, Townships Morrison, Monck, Muskoka	.....	.....	.....
Perry, E.	Prepar, Macanlay, Melcar, Brunel	1859, July 22	72 31	Locating Agent.
Roche, G. M.	Parts of Frontenac and Addington, and Addington Road	1856, March 27	144 28	Locating Agent.
Shurman, J.	Victoria	1858, October 22.	207 62	.....
Widdor, C.	Perth.	1853, April 27	\$68 26	.....
Wilson, J.	Huron	1857, January 15	779 85	.....
	Part of Algoma District	1845, July 25.	21 60	.....

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

The Locating Agents receive from each set-
ter the sum of \$500, two-fifths of which
is retained by them and the remainder
transmitted to the department.

Commission on the first, \$2000 00
cent. Commission on the next, 38000 00
cent. Commission on any sum
exceeding \$2000 00

EXHIBENTS.

APPENDIX No. 4.

LIST OF CROWN TIMBER AGENTS (in Upper and Lower Canada), their Assistants, Names of Territories, Residences, Dates of Appointment, and Salary allowed to each for their services, during the half-year ending on the 30th of June, 1864.

Names of Territories.	Names of Agents and Assistants.	Residences.	Dates of Appointment.	Salary per ann.	Salary paid during the six months.	Remarks.
				\$ cts.	\$ cts.	
Upper Ottawa.....	A. J. Russell, Agent and Inspector of Crown Timber Agencies, Canada..... C. S. McNair, Assistant..... E. Smith, as Collector of Side Dues { do as Assistant in Crown Tim- ber Office.....	Ottawa City do do do	June, 1846..... 13th April, 1858..... 23rd May, 1860..... 23rd June, 1861.....	1840 00 1200 00 1000 00 400 00	920 00 522 19 500 00 200 00 276 24	Salary to 23rd June, 1864, \$1,100. Died May, 1861. Office of Collector now consolidated with that of Crown Timber Agent. Employed as Temporary Clerk pro- vies to 23rd June, 1864, at \$1.50 per diem. Appointed permanently at that date at \$700 per annum. Employed temporarily previous to 23rd June, 1864, at \$2.00 per diem. Appointed permanently at that date at \$800 per annum.
Lower Ottawa.....	D. Russell, Draughtsman.....	do	23rd June, 1864.....	.....	302 00	.....
Huron, Superior and Pen- insula of Canada West reorganized.....	E. T. Smith, employed from time to time..... Richard Quinn, Messenger..... Charles F. Belle, Agent..... J. C. Courtesley, Clerk.....	do do Montreal do	23rd June, 1861..... 1st April, 1858..... 6th May, 1854..... 1st May, 1858.....	..... 160 00 1200 00 500 00	9 00 80 00 600 00 250 00	At \$1.50 per diem when employed.
Ontario and Huron, Super- ior and Peninsula of Can- ada West.....	Joseph F. Way, Agent..... B. A. MacInnes, Clerk..... E. W. Stayner, in charge of the Office at Windsor.....	Bellefleur do Windsor	26th May, 1854..... 26th February, 1859.....	1440 00 600 00 500 00	720 00 200 00 250 00	.....
Huron, Superior and Pe- insula of Canada West reorganized.....	John R. Nash, Agent..... A. Dubord, Agent..... William Lamb, Clerk.....	Toronto. Three Rivers do	28th June, 1861..... 26th May, 1859..... 2nd September, 1861.....	1000 00 1200 00 400 00	8 34 400 00 200 00	.....

St. Francis.....	Gerrard J. Nagle, Agent.....	St. Hyacinthe.....	30th May, 1854.....	1200 00	600 00
Saguenay.....	Geo. Driberger, do	Chicoutimi.....	30th May, 1854.....	1200 00	600 00
Chaudière and Madawaska	Charles Dawson, do	Fraserville, Rivière du Loup.....	15th September, 1857.....	1000 00	500 00
Lower St. Lawrence.....	Charles T. Dutilleul, do	Trois-Pistoles.....	15th March, 1855.....	700 00	350 00
Baie des Chaleurs.....	Jos. N. Verge, do	Carleton, Bonaventure.....	29th March, 1855.....	600 00	300 00
Collector at Quebec.....	McLean Stewart, Collector..... J. M. O'Leary, Assistant.....	Quebec do	27th September, 1845..... 1st May, 1853.....	1800 00 950 00	900 00 332 28
	William O'Keane, do John Mackay, Clerk.....	do do	1st June, 1861..... 27th May, 1861.....	950 00 500 00	194 31 48 52

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 Timber Regulations, etc.

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.

DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 30th June, 1864.

APPENDIX No. 5.

LIST of AGENTS, &c., Jesuits' Estates, Crown Domain, and Gold Mines Canada East, for the half-year ending 30th June, 1864.

Name of Agent.	Nature of Agency.	Appointment.	Remuneration received during year	Remarks.
Félix Fortier.....	Collecting and Commuting Agent, Seignioriy of Lauzon, and Superintendent of Branch and Deep Water Lots, Lower Canada, save those under direction and management of, as it belonging to, Harbor Commissioners of Quebec and Montreal.	Appointed Collecting Agent for Lauzon, and Branch and Deep Water Lot Superintendent for Port of Quebec, Sept., 1855; duties as latter extended to L. Canada; 12th June, 1860. Appointed September, 1855.....	\$ cts. 700 00	This is for Salary as Collecting Agent for Lauzon, and Branch and Deep Water Lot Superintendent. \$150 per annum is also allowed for Office Rent. As Commuting Agent he is to receive \$6 for each commutation; but there were none in the half-year to 30th June, 1864. The whole of this amount, \$250 being Salary, and the balance, \$114.71, Commission) received as Crown Domain Agent. As Commuting Agent he is paid by applicants \$8 in each case; there were none in the half-year '64 is paid by applicants \$6 on each Commutation; none in half-year of 1864.
Valère Guillet.....	Communing Agent, Censure of Three Rivers.	Appointed June, 1854.....	.....	.....
Jean Baptiste Varin.....	Collecting and Commuting Agent, Jesuits' Estates, District of Montreal.	Appointed by late Commissioner, Jesuits' Estates.	\$23 02	This amount received for Commission as Collecting Agent; received also \$24 allowance for Office for half-year. No remuneration received in half-year as Commuting Agent.
Honorable Louis Panet.....	Collecting and Commuting Agent, Jesuits' Estates, District of Quebec.	Appointed do do	675 63	Paid to him as Commission on Collections. Difference between this amount and \$450, limit of Commission for half-year, to be refunded. No Commutations in half-year, 1864.
Valère Guillet & Flavien Lottinville.....	Collecting and Commuting Agent, Cap de la Magdeleine, and Jesuits' Estates, City of Three Rivers.	Appointed June, 1855.....	105 65,	Received for Commission as Collecting Agent. No Commutations in half-year to 30th June, 1864.
Louis Guillet, junr.....	Collecting and Commuting Agent, Seignioriy of Basilean.	Appointed Jano, 1848.....	124 53	do \$15 over-charged during 1863, refunded in the early part of this half-year. No Commutations in half-year to date.
Charles Lefebvre de Bellefeuille.....	Gold Mining Inspector, Chaudière Division.	Appointed 22nd April, 1864.....	350 00	do do \$5 per diem, to include all travelling and office expenses.
James Kempt Gilmán.....	do do St. Francis Division.	Appointed: 29th April, '64, in lieu of Daniel W. Mack, appointed 22nd April, '64, and resigned	315 00	do do

ANDREW RUSSELL,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Jesuits' Estates and Crown Domain Branch,
Quebec, 30th June, 1864.
F. T. JUDAH,
Clerk, Jesuits' Estates, &c.

APPENDIX No. 6.

STATEMENT of the number of Acres sold, amount of Sales, and amounts Collected in Upper and Lower Canada, for the half-year ending 30th June, 1864.

	Acres Sold.	Amount of Sales.		Amount of Collections.	
		\$	cts.	\$	cts.
Clergy Lands, Upper Canada.....	22,265½	37,123	35	103,934	56
do Lower Canada.....	18,584	9,711	05	13,159	63
Crown Lands, Upper Canada.....	79,145½	84,113	94	126,155	93
do Lower Canada.....	203,449	161,715	15	68,004	18
Common School Lands.....	29,405	49,094	75	98,216	54
Grammar School Lands.....	92½	1,610	50	5,516	88
	353,783½	283,368	74	407,287	72

WILLIAM FORD,
Accountant and Cashier.

ANDREW RUSSELL,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

APPENDIX No. 7.

STATEMENT of the Receipts by the Department of Crown Lands, for the half-year ending 30th June, 1864, which are considered as Revenue.

	\$	cts.
Crown Lands, Upper Canada.....	125,520	11
do Lower Canada.....	59,915	77
Mines, Upper Canada.....	4,480	00
Gain on Compensation Land Scrip.....		4 50
Gain on New Bolton and Magee Scrip.....		3,703 80
Estate of late Sir John Caldwell.....		3,141 35
Seignior of Lauzon.....		4,502 68
Crown Domain.....		1,957 45
Surveyors' Fee Fund, Upper Canada.....		75 56
do Lower Canada.....		40 00
Ottawa Slides.....	2,166	88
St. Maurice Slides.....		15 64
Woods and Forests.....	19,686	62
Fisheries, Upper Canada.....		116 66
Location Fees, Lower Canada.....		9 00
do Upper Canada.....		66 00
Patent Fees, Lower Canada.....		254 00
Timber Commission.....		80 98
Casual Fees, Lower Canada.....		3 00
do Upper Canada.....		613 97
Huron Land Claims.....		300 00
	\$231,683	97

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

APPENDIX No. 8.

STATEMENT of Disbursements of Crown Lands Department, for the half-year ending 30th June, 1864, on account of Expenses of Management.

	\$ cts.
William Farwell.....	300 00
Bobcaygeon Road.....	56 00
Elgin and Taci & Road.....	728 00
Matapedia Road.....	728 00
Hastings Road.....	208 00
Muskoka Road.....	88 00
Addington Road.....	26 00
Ottawa and Opeongo Road.....	128 00
Board of Examiners, Land Surveyors, Lower Canada.....	116 50
do do Upper Canada.....	180 00
Crown Inspections, Lower Canada.....	38 00
do Upper Canada.....	833 70
Commission Agents, Lower Canada.....	2869 52
do Upper Canada.....	7083 18
Crown Advertising, Lower Canada.....	1002 50
do Upper Canada.....	2994 82
Crown Surveys, Lower Canada.....	17325 57
do Upper Canada.....	12782 56
Postage of Agencies, Lower Canada.....	89 00
do Upper Canada.....	206 58
Fisheries, Lower Canada.....	1642 30
Special Services.....	1246 30
Departmental Contingencies.....	2396 41
Fishery Bounties.....	9769 50
Colonization Roads, Upper Canada.....	3798 82
Gold Mines, Lower Canada.....	655 00
	\$67712 36
DEDUCT—Commission, School and Clergy Services.....	44192 19
	\$23520 17

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

APPENDIX No. 9.

STATEMENT—Department of Crown Lands—Collections for the half-year ending
30th June, 1864.

	\$	cts.
Crown Lands, Upper Canada	126155	93
do Lower Canada	60004	18
Clergy Lands, Upper Canada	103934	56
do Lower Canada	13450	63
Grammar School Lands	5516	88
Common School Lands	98316	54
Crown Domain	3567	07
Seignior of Lauzen	5110	12
Jesuits' Estates	20873	56
Gold Mines, Lower Canada	10	00
Sir John Cabivell, Estate of	8186	65
Indian Lands	32805	92
Indian Timber	330	95
Ordnance Lands	14471	03
Surveyors' Fee Fund, Upper Canada	75	56
do do Lower Canada	40	00
Ottawa Slides	2833	88
St. Maurice Slides	15	64
Woods and Forests	35334	76
Fisheries, Upper Canada	482	62
do Lower Canada	4157	05
Location Fees, Lower Canada	12	00
do Upper Canada	66	00
Patent Fees, Lower Canada	284	00
Timber Commission	8	98
Casual Fees, Lower Canada	3	00
do Upper Canada	622	22
Huron Land Claims	300	00
Mines, Upper Canada	4480	00
Gain on Scrip	3705	30
	\$545159	03

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

APPENDIX No. 10.

RETURN of Receipts and Disbursements on account of Clergy Reserves, Upper Canada, for the half-year ending 30th June, 1864.

LANDS SOLD.		RECEIPTS.						PAYMENTS.							
Half-year ending 30th June,	Acres.	Amount.	Principal, 18 Vic, c. 2.	Interest, 18 Vic, c. 2.	Inspection, 18 Vic, c. 2.	Rents on Lots not Leased.	Clergy Duties.	Clergy Licenses Settlers' lands.	Principal, 18 Vic, c. 2.	Interest, 18 Vic, c. 2.	Inspection, 18 Vic, c. 2.	Rents on Lots not Leased.	Clergy Timber Lands.	Clergy Licenses Settlers' Lands.	Disbursements.
1864.	22265 1/2	\$ cts 37123 35	\$ cts 73157 38	\$ cts 30300 31	\$ cts 50 00	\$ cts 245 30	\$ cts 103 51	\$ cts 78 00	\$ cts 58147 03	\$ cts 21000 28	\$ cts 40 00	\$ cts 196 24	\$ cts 12 20	\$ cts 41 40	\$ cts 24494 41

RECAPITULATION.

RECEIPTS.		PAYMENTS.	
Amount.	Amount.	Amount.	Amount.
Principal, 18 Vic, cap. 2.....	\$ cts 73157 38	Principal, 18 Vic, cap. 2.....	\$ cts 58147 03
Interest, do do.....	30300 31	Interest, do do.....	21000 28
Inspection, do do.....	50 00	Inspection, do do.....	40 00
Rents on Lots not Leased.....	245 30	Rents on Lots not Leased.....	196 24
Clergy Timber Duties.....	103 51	Clergy Timber Duties.....	12 20
Clergy Licenses, Settlers' Lands.....	78 00	Clergy Licenses, Settlers' Lands.....	41 40
	103931 56	Disbursements.....	24494 41
			153931 56

WILLIAM FORD,
Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX No. 11.

RETURN of Receipts and Disbursements on account of Clergy Reserves, Lower Canada, for the half-year ending 30th June, 1864.

LANDS SOLD.		RECEIPTS.				PAYMENTS.								
Half year ending 30th June.	Acres.	Principal, 18 Vic, c. 2.	Interest, 18 Vic, c. 2.	Rent, 18 Vic, c. 2.	Inspection, 18 Vic, c. 2.	Clergy Licenses, Settlers' Lands, Canada.	Instalments, Lower Canada.	Principal, 18 Vic, c. 2.	Interest, 18 Vic, c. 2.	Rent, 18 Vic, c. 2.	Inspection, 18 Vic, c. 2.	Clergy Licenses, Settlers' Lands, Canada.	Instalments, Lower Canada.	Disbursements.
1864.	18584	\$ cts. 9711 05	\$ cts. 11523 17	\$ cts. 1755 35	\$ cts. 8 00	\$ cts. 15 00	\$ cts. 3 4 00	\$ cts. 151 11	\$ cts. 9169 93	\$ cts. 1404 28	\$ cts. 12 00	\$ cts. 3 20	\$ cts. 123 29	\$ cts. 2740 53

RECAPITULATION.

RECEIPTS.	Amount.	PAYMENTS.	Amount.
Principal, 18 Vic, cap. 2.	\$ 658 11523 17	Principal, 18 Vic, cap. 2.	\$ cts. 9169 93
Interest, do	1755 35	Interest, do	1404 28
Rent, do	8 00	Rent, do	6 40
Inspection, do	15 00	Inspection, do	12 00
Licenses, Settlers' Lands	4 00	Licenses, Settlers' Lands	3 20
Instalments, Lower Canada	151 11	Instalments, Lower Canada	123 29
	13459 63	Disbursements	2740 53
			13459 63

WILLIAM FORD,
Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX No. 12.

RETURN of the Number of Acres sold, and the amount received on Sales of Common School Lands, under 12 Vic, cap. 200, for the half-year ending 30th June, 1864.

LANDS SOLD.		RECEIPTS.						PAYMENTS.										
Date.	Acres.	Price per Acre.	Principal (12 Victoria, cap. 200).	Interest (12 Victoria, cap. 200).	Inspection.	Extra 25 cts. per Acre.	Licenses, Sellers' Lands.	Principal.	Interest.	Inspection.	Extra 25 cts. per Acre.	Licenses, Sellers' Lands.	Commission, Principals.	Commission, Interest.	Commission, Inspection.	Commission, extra 25 cts. per Acre.	Commission, Licenses, Sellers' Lands.	Disbursements.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Half-year ending 30th June		2 00	68163 68	2519 71	12 50	12 65	108 00	54555 51	23135 77	10 00	10 12	43 40	13832 73	5783 94	2 50	2 53	21 60	818 44

RECAPITULATION.

RECEIPTS.	Amount.	PAYMENTS.	Amount.
Principal	\$68163 68	Principal, amount transferred to Government	\$54555 51
Interest	2519 71	do	23135 77
Inspection	12 50	do	10 00
Extra 25 cts. per Acre	12 63	do	10 12
Licenses, Settlers' Lands	108 00	do	43 40
		Amount paid Commission, Principal	13832 73
		do Interest	5783 94
		do Inspection	2 50
		do Extra 25 cts. per Acre	2 53
		do Settlers' Licenses	21 60
		Disbursements	818 44
	\$98216 54		\$98216 54

WILLIAM FORD,
Accountant and Cashier.
DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX No. 13.

RETURN of the number of Acres Sold and the Amount received on Sales of Grammar School Lands, for the half-year ending 30th June, 1864.

RECEIPTS.		PAYMENTS.															
Half-year ending 30th June, 1864.	Acres.	Price per Acre.	Rent.	Interest.	Principal.	Timber Dues.	Licenses Settlers' Lands.	Rent.	Interest.	Principal.	Timber Dues.	Licenses Settlers' Lands.	Commission, Principal.	Commission, Interest.	Commission, Settlers' Licenses.		
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		
9244		2 00	3 40	1553 44	3828 07	118 97	8 00	6 72	1242 75	3062 48	95 18	6 49	1 68	310 69	765 62	23 79	1 60

RECAPITULATION.

RECEIPTS.	Amount.	PAYMENTS.	Amount.
Rent.....	\$ 8 40	Rent.....	\$ 6 72
Interest.....	1553 44	Interest.....	1242 75
Principal.....	3828 07	Principal.....	3062 45
Timber Dues.....	118 97	Timber Dues.....	95 18
Licenses, Settlers' Lands.....	8 00	Licenses, Settlers' Lands.....	6 40
		Commission, Rent.....	1 68
		do Principal.....	310 69
		do Timber Dues.....	765 62
		do Settlers' Licenses.....	23 79
	\$5516 83		1 60
			\$5516 88

WILLIAM FORD,
Accountant and Cashier.
DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX No. 14.
STATEMENT showing RECEIPTS and EXPENSES in the JESUITS' ESTATES, for the six months ending 30th June, 1864.

LOCALITY.	GROSS RECEIPTS.						EXPENSES.		NET REVENUE.	
	Lods et Venues.	Cens et Rentes.	Capitals of Cons et Rentes.	Commutation Money.	Rentes Foncières, etc.	Moneys received on Recompenses.	Mills and Farms, and cost of Deeds and Survey re-imbursed.	Timber Dues and Ground Rent.		Total Receipts from each locality.	Total Gross Receipts.
Sillery	\$ cts. 25 00	\$ cts. 142 10	\$ cts. 142 10	\$ cts. 53 49	\$ cts. 3,212 00	\$ cts. 822 26	\$ cts.	\$ cts.	\$ cts. 4,254 85	\$ cts.
St. Gabriel	42 00	596 34	596 34	33 25	189 19	189 19	860 78	860 78	1,370 81	1,370 81
Notre Dame des Anges	3 12	65 71	65 71	144 07	890 14	293 89	180 00	180 00	1,370 81	1,370 81
Belair	3 12	205 81	205 81	.....	.....	57 52	.....	.....	266 45	266 45
Estates in Quebec	.....	.....	.....	.....	781 61	95 04	1,169 99	1,169 99	2,049 67	2,049 67
Estates in Lauzon	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Battiscan	102 29	685 98	685 98	18 53	.....	130 50	639 78	639 78	1,609 20	1,609 20
Cap de la Magdeleine	737 62	.....	.....	.....	.....	145 51	521 48	521 48	1,304 51	1,304 51
La Prairie	3 12	2,066 82	2,066 82	29 03	.....	5,310 46	1,261 86	1,261 86	8,867 29	8,867 29
Total	175 53	4,459 78	4,459 78	274 37	4,886 78	7,241 37	3,773 01	3,773 01	20,573 56	20,573 56

\$11,929.02 are on account of the "Lower Canada Superior Education Investment Fund," and \$8,914.51 on account of the "Lower Canada Superior Education Income Fund," in accordance to the Act 19 Vic: ch: 54, (Con: Stat: of Lower Canada, ch: 15).
Part of the expenses is for copies of Deeds, which is received back by the Crown.

DEPARTMENT OF CROWN LANDS,
Jesuits' Estates and Crown Domain Branch,
Quebec, 30th June, 1864.

ANDREW RUSSELL,
Assistant Commissioner.

F. T. JUDAH,
Clerk, Jesuits' Estates, &c.

APPENDIX No. 15 (a).

STATEMENT of Receipts and Expenses in the Seigniori of Lauzon, for the six months ending 30th June, 1864.

GROSS RECEIPTS.				EXPENSES.	NET REVENUE.
<i>Modes et Venues, Cens et Rentes.</i>	Capitals of <i>Cens et Rentes.</i>	Sales of Mills and Lots and of <i>Emplacements</i> in Aubigny.	Commutation Money, Interest on Sales, Rents of Mills, Wharves, &c.	Timber, Survey, and cost of Deeds reimbursed.	Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
249 46	1,317 52	380 20	1,745 50	1,407 33	10 06
					5,110 12
					607 44
					4,502 68

The Expenses consist of proportion of salary of Agent, who is also Superintendent of Beech and Deep-Water Lots, Lower Canada, and disbursements of same. In the Disbursements is comprised a sum of \$190.01 expended for purchase, at Sheriff's Sale, of a lot of land on which the Crown had a claim.

ANDREW RUSSELL,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Jesuits' Estates and Crown Domain Branch,
Quebec, 30th June, 1864.

F. T. JUDAH,
Clerk, Crown Domain, &c.

APPENDIX No. 15 (b).

STATEMENT shewing amounts received and expended on account of the Estate of the late Sir John Caldwell, for the six months ended 30th June, 1864.

DATE.	DETAILS OF RECEIPTS AND EXPENSES.	GROSS AMOUNT RECEIVED.	EXPENSES.	NET AMOUNT TRANSFERRED TO GOVERNMENT.
1864.		\$	\$	\$
February 13	Paid by Prothonotary, Queen's Bench, Quebec, Collection of Her Majesty in re: Regina and Kortier et. yna	8,186 65		
" 17	Paid to Casault, Langlois & Augers, balance of law costs in above		45 30	
				8,41 35

ANDREW RUSSELL,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Jesuits' Estates and Crown Domain Branch,
Quebec, 30th June, 1864.

F. T. JUDAH,
Clerk, Crown Domain, &c.

APPENDIX No. 16 (a).

STATEMENT of Receipts and Expenses in the Crown Domain, for the six months ending 30th June, 1864.

LOCALITY.	GROSS RECEIPTS.											EXPENSES		NET REV. AVE.			
	<i>Lods et Ventes.</i>	<i>Cens et Rentes.</i>	Capital of Commutation Money.	Interest on Commutation.	Law Costs, Copies of Deeds and Survey re-imbursed.	Quint.	St. Maurice Township Lands.	Instal-ments on Beach and Deep Water Lots.	Interest on Sales of Beach and Deep Water Lots.	Capitals of Beach and Deep Water Lots.	Rents of Beach and Deep Water Lots.	Patent Fees.	Total.		\$	cts.	\$	cts.
Genesee of Quebec...	1010 65	31 93		485 69	19 15								1547 42	404 60		1084 15	
Genesee of Three Rivers		1 33											1 33				
District of Three Rivers																83 75	
Port of Montreal																520 00	
Port of Quebec																387 50	
																1414 57	
																3567 07	
																852 10	2714 97

Of the Receipts, \$757.52, received in 1861, were paid over to the Quebec Harbor Commissioners. (See Report.)
The Expenses include a sum for cost of deeds, which will hereafter be collected in judicial cases.

DEPARTMENT OF CROWN LANDS,
Jesuits' Estates and Crown Domain Branch,
Quebec, 30th June, 1864.

ANDREW RUSSMILL,
Assistant Commissioner.

F. T. JUDAH,
Clerk, Crown Domain, &c.

APPENDIX No. 16 (b).

STATEMENT shewing amounts received and expended on account of Gold Mines,
Canada East, for the six months ended 30th June, 1864.

DIVISIONS.	RECEIPTS.	EXPENSES.
	License Fees under Regulations of 22nd April, 1864.	—
Chaudière.....	\$ cts. 10 00	\$ cts. 350 00
St. Francis.....	.....	315 00

The Expenses consist of Inspectors' salaries only.

ANDREW RUSSELL,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Jesuits' Estates and Crown Domain Branch,
Quebec, 30th June, 1864.

F. T. JUDAH,
Clerk, Crown Domain, &c.

APPENDIX No. 17.

STATEMENT of Receipts and Expenditure on account of Ordnance Lands, for the half-year ending 30th June, 1864.

1864.	<i>Receipts.</i>	\$ cts.	\$ cts.
June 30.....	Amount of Collections for half-year ending 30th June, 1864.....		14434 43
	<i>Expenditure.</i>		
Mar. 31.....	Disbursements for quarter ending 31st December, 1863.....	1585 96	
	Selling Lands at Prescott, &c.....	118 27	
	Printing and Advertising.....	59 75	
June 30.....	Advertising Ordnance Lands.....	151 55	
	Disbursements for quarter ending 31st March, 1864.....	1569 25	
	do do 30th June, do.....	1564 29	
	Commission, Postage, &c.....	4 45	
	J. S. Dennis Survey, Navy Island.....	171 17	
	Survey at Amherstburgh..... £54 95		
	LESS—Amount repaid..... 36 60		
		18 35	
		\$5243 24	
	Refunds, &c., during same period.....	997 70	
			6240 49
			\$8193 49

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

APPENDIX No. 18.

LOWEIA CANADA.—RETURN OF SURVEYS, from the 1st January to 30th June, 1864.

SURVEYOR.	SURVEYS.	Cost of Survey.	No. of acres Surveyed.	Outlines. Miles.	Colonization Roads. Miles.	COUNTY.	REMARKS.
1 Urgel Dorval	Townships of Brassard and Proves	\$ 1923 63	21000			Joliette	Situate on the River Matawan.
2 Geoff Lavolette	Township of Wolfe, part of, 6 ranges	723 63	9071			Argenteuil	Arable part.
3 François Tétu	Leverrier, and part of Talon	2578 42	70202			L'Islet	Situate on the Province line.
4 C. F. Fournier	Ashford, part of	617 31	9660	4		do	Rear part, adjoining Eight Road.
5 J. P. Fournier	Buckland, Range A	342 11	3156			Mallesbrou	Residue, adjoining Standon.
6 P. A. Tremblay	Parant, part of	1513 65	30118			Chicoutimi	Situate on River Ashuapmouchoan.
7 E. A. Duberger	de	495 35	9927			do	Between Grande and Petite Décharge, Saguenay.
8 Andrew Ross	Re-survey of the lots on the River la Famine, and re-posting part of the 4th, 5th and 6th Ranges of Watford.	9205 13	156134	4			
9 James McArthur	Verification of two Ranges in Denholm	489 51	46354			Dorchester	Fronting on the River Gatineau.
10 John Biguel	do	737 51	6208			Ottawa	
11 do	do	419 80				Beauce	
12 E. Casgrain	Survey of the N. E. outline of Shenley Escaurt, p the outlines, road line, and scaling River Blue	97 20				do	One half paid by the Seigneur. [explorations.
13 F. W. Blacklock	Line bet'n Seignior of Perbuis and C. Lands	1283 90		19½		Temiscouata	27 miles scaling and about 30 miles of
14 E. A. Tétu	Cabano road line	447 47				Portneuf	Balance, viz., one-half, p'd by Seigniors.
		926 72				Temiscouata	From Grand Détour, Lake Temiscouata, to the River St. Francis.
15 J. C. Demouilles	Charlevoix, or Des Marais road line.	825 25				Chicoutimi	And ¾ miles of lake survey.
16 Duncan Sinclair	Inspection of timber limits in several Tps. in the Counties of Ottawa and Pontiac	1587 36					
		\$16039 85	208696	23½			

156,134 acres subdivided into farm lots, at 5¢ cents per acre. The foregoing quantities and amounts exhibit the Surveys completed and paid up to date, apart from the Surveys in progress, on most of which advances have been made.

ANDREW RUSSELL,
Assistant Commissioner.

JOSEPH BOUCHETTE,
Deputy Surveyor General.
DEPARTMENT OF CROWN LANDS, Surveying Branch, East,
Quebec, 30th June, 1864.

UPPER CANADA.—Statement of Municipal Surveys for which Instructions have issued during the half-year ending 30th June, 1864.

No.	Surveyor.	No. and Date of Instructions.	SURVEY.	Remarks.
1.	Jas. McIntosh.....	202 31st March..... 1861.	Part of the 2nd Concession Line of West Flamboro', lying opposite Lots 15, 16, 17 and 18, in 1st Concession.....	
2.	John Shier.....	203 5th April.....	Line in front of Lot No. 5 in the 7th Concession of Pickering.....	
3.	John Shier.....	204 do.....	Line in front of Lot No. 17 in the 3rd Concession of Uxbridge.....	
4.	S. W. Hallen.....	205 27th May.....	8th Concession Line of East (Williambury, from Lot 16 to Northern Limits.....	Confirmed 16th May, 1864.
5.	John Shier.....	206 15th June.....	Lot No. 1 in 2nd Concession, and Lots Nos. 7 and 8 in 9th Concession of E. Whitby.....	

THOMAS DEVINE,
Head of Surveys, U. C.
DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

ANDREW RUSSELL,
Assistant Commissioner.

UPPER CANADA.—Statement of Municipal Surveys confirmed during the half-year ending 30th June, 1864.

No.	Surveyor.	No. and Date of Instructions.	SURVEY.	When Confirmed.
1.	R. C. P. Brown.....	No. 132 23rd May, 1860.....	7th Concession Line of Haldimand.....	21st January, 1864.
2.	T. C. Prosser.....	162 19th Dec., 1861.....	Base Line between the Townships of Albion and Gore of Toronto.....	4th February, do
3.	Wm. Rath.....	183 29th Jan'y, 1863.....	Thames Road Line between Lot 38 and River Thames in Fullarton.....	7th January, do
4.	E. C. Cuddy.....	197 17th Aug., 1863.....	2nd Concession Line of Haldimand.....	18th March, do
5.	John Shier.....	200 24th Sept., 1863.....	Line in front of Lots 15 and 16 in 3rd Concession of Uxbridge.....	17th March, do
6.	C. G. Hanning.....	201 18th Nov., 1863.....	Part of 7th Concession Darlington, in front of Lots 6-10 and 24-27 inclusive.....	12th January, do
7.	John Shier.....	204 5th April, 1861.....	Line in front of Lot 17 in 3rd Concession of Uxbridge.....	16th May, do

THOMAS DEVINE,
Head of Surveys, U. C.
DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX No. 19 (e).
UPPER CANADA.—Statement of Surveys Completed and Audited, for the half-year ending 30th June, 1864.

Date of Instructions.	Surveyor.	S U R V E Y .	Cost of Survey.	Number of Acres Surveyed.	Remarks.
1 4th Nov., 1862	Jas. W. Fitzgerald	Residue of the Township of Carliff	\$ cts.	36744	
2 " "	do	do Monmouth	2696 55	40205	
3 19th Sept., 1863	W. J. McDonald	Township of Wylie	2188 86	39978	
4 12th Aug., 1861	L. A. Russell	do Mattawan	2596 21	51878	
5 7th June, 1861	J. P. Vausittart	do Brunel (Balance retained in 1862)	3976 08		Area, &c., included in Ret'm for '62
6 4th Aug., 25th Oct., 1862	Wm. Bell	Re-posting Lots on Opouongo Road	499 37		Re-survey.
7 19th Sept., 1863	George Gibson	Subdivision of Thorah Island (Indian)	3611 30		Indian Fund. (P'd by Rec. Gen. on
8 13th & 27th Jan., '64	J. S. Demis	do Navy Island (Ordnance)	293 30	1655	Ordnance Lands. [Sp'l] War't.
	T. P. French, C.L.A.	Assisting P. L. S. Bell re-posting lots, Opouongo Road	171 17	298	Payment made in 1863.
	M. P. Hayes, "	do do Hastings Road	157 50		Survey made in 1863.
			118 50		
			\$16688 93	173188	

NOTE.—As this is the total amount of the accounts for Surveys completed and audited for the half-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, amounting to \$6,948.75, which, with the sums paid on the foregoing Surveys since 31st December last, amounting to \$5,833.81, makes the total amount paid for Surveys for the half-year \$12,782.56.

R E C A P I T U L A T I O N .

171,805 Acres subdivided into farm lots of 100 each	.....	@ 6 78 cents per acre.
1,483 " " Islands "	.....	@ 33½ cents "
173,188 Acres.		

THOMAS DEVINE,
Head of Surveys, U. C.
DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX No. 20 (a).

WOODS AND FORESTS.

STATEMENT of Revenue collected during half-year ending 30th June, 1864.

	\$ cts.	\$ cts.
Amount of Upper Ottawa Territory Collections, by A. J. Russell.....	9126 01	
do do do per McLean Stewart.....	1724 13	
Amount of Ontario Territory Collections, by Joseph F. Way.....	10992 12	10850 14
do do do per McLean Stewart.....	360 66	
Amount of Lower Ottawa Territory Collections, by Charles E. Belle.....	1002 42	11352 78
do do do per McLean Stewart.....	734 05	
Amount of St. Maurice Territory Collections, by A. Dubord.....	551 82	
do do do per McLean Stewart.....	88 72	
Amount of Huron and Superior and Peninsula of Canada West Collections, by J. R. Nash.....	4687 19	
do do do per McLean Stewart.....	1274 17	
Amount of St. Francis Territory Collections, by G. J. Nagle.....	3893 39	5961 36
do do do per McLean Stewart.....	4 61	
Amount of Saguenay Territory Collections, by George Duberger.....		3898 00
do Chaudière and Madawaska Territory Collections, by Charles Dawson.....		320 20
do Lower St. Lawrence do by Charles T. Dubé.....		239 34
do Baie des Chaleurs do by Joseph N. Verge.....		6 02
		349 91
Total Ground Rent and Timber Dues.....		35354 76
Amount from Ottawa Slides.....	2533 88	
do St. Maurice Slides.....	15 64	
		2549 52
Total.....		38204 28

NOTE.—In addition to the above, the sum of \$434 31 was collected for other services, viz.: Clergy, School and Indian; and \$8183.71, value of Settlers' Timber, applicable (less deduction for charges) in payment of Land. Total collected for the half-year, \$46822.30.

ANDREW RUSSELL,

Assistant Commissioner.

P. M. PARTRIDGE,

*Superintendent of Woods and Forests.*DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 30th June, 1864.

APPENDIX No. 20 (b).

WOODS AND FORESTS.

Dr. STATEMENT of Account of the Supervisor of Cullers, Quebec, for the half-year ending 30th June, 1864. *Cr.*

1864.	\$ cts.	1864.	\$ cts.	\$ cts.
Jan. 2... To Balance at date.....		June 30.. By amount deposited in Bank of Montreal, during half-year ending at date, to the credit of Department of Crown Lands.....	41 00	
June 30.. To Gross Receipts for Measuring, Culling, &c., during the half-year to date.....	17780 54	" " paid Cullers.....	12948 63	15134 77
Less—Outstanding of half-year's transactions.....	5731 91	" " paid Salaries of Clerks.....	10 00	11103 92
To amount received from previous transactions.....		" " paid for Contingencies.....	0 75	4716 58
" " for Cullers' Licenses.....		" " paid Deputy Supervisor, Montreal, to meet expenses of Office.....	2499 63	1126 71
" " Duplicate Specifications.....		By Balance.....	19793 37	2631 00
" " received from Deputy at Montreal.....				215 16
" " received from Department of Crown Lands.....				
			\$34928 14	\$34928 14
June 30.. To Balance.....			\$215 16	

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.
DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 30th June, 1864.

APPENDIX No. 20 (c).

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 six months ending 30th June, 1864.

Pieces.	Description of Lumber.	Measured, Culled or Counted.	Tons, Standards, &c.	Rate.	Office Fees.	Cullers' Fees.	Total Amount.
				cts.	\$ cts.	\$ cts.	\$ cts.
2027	White Pine, Wany	Measured off.	4322 12				
3	do	do	3 22				
119	Birch, do	do	89 22				
8	Walnut, do	do	15 38				
			4431 14	@ 7	110 79	199 41	310 20
70897	White Pine	do	113984 07				
161	Basswood	do	215 37				
45	Butternut	do	51 26				
			114251 30	@ 4 7-12	1666 22	3570 40	5236 68
16509	Red Pine	do	16935 21				
12558	Oak	do	18735 25				
16536	Elm	do	15581 16				
2387	Asp	do	2710 36				
991	Birch	do	563 11				
12524	Tamarac	do	8869 08				
30	Maple	do	40 03				
4	Beech	do	4 09				
911	Hickory	do	1051 21				
10	Cherry	do	11 05				
4	Spruce	do	3 13				
2	Poplar	do	1 11				
2	White Wood	do	3 03				
1	Hemlock	do	0 36				
			64517 18	@ 6 1/2	1344 11	2688 23	4032 34
10283	Birch	Culled	4958 08	@ 11 1/2	123 96	464 83	588 79
12	Masts, White Pine	Measured, &c	12 @ 19 inches	@ 43 1/2	1 20	4 00	5 20
110	do do	do	19 @ 24 do	@ 65	16 50	55 00	71 50
			Carried over		3262 78	6981 93	10244 71

APPENDIX No. 20 (c).—Continued.

WOODS AND FORESTS.—STATEMENT of Lumber Measured, Culled and Counted at the Port of Quebec, through the Office of the Supervisor of Cutlers, during the six months ending 30th June, 1864.

Pieces.	Description of Lumber.	Measured, Culled or Counted.	Tons, Standards, &c.	Rate.	Office Fees.	Cutters' Fees.	Total Amount.
				\$ cts	\$ cts.	\$ cts.	\$ cts.
148	Masts, White Pine	Measured, &c 24 inches and upwards	Brought forward	@ 70 ³ / ₄	3262 78	6981 93	10244 71
1287	Spars, Red Pine	do do 12 @ 19 inches		@ 43 ³ / ₄	22 20	91 27	113 47
34	do do	do do 19 " 24 do		@ 65	128 70	429 00	557 70
52	do Spruce	do do 12 " 19 do		@ 43 ³ / ₄	5 10	17 00	22 10
1	do do	do do 19 " 24 do		@ 65	5 20	17 33	22 53
148740	Deals, Pine	Culled	167802 48	@ 56 ³ / ₄	111 87	830 01	950 88
278432	do Spruce	do	272395 04	@ 56 ³ / ₄	181 60	1361 98	1543 58
262387	do Pine	Counted	318769 15	@ 112	159 35	212 52	371 90
82079	do Spruce	do	80161 17	@ 11 ³ / ₄	40 23	53 65	93 88
18360	Plank, Pine	Culled	per 100 pieces	@ 40	9 18	64 26	73 44
23500	do Spruce	do	do	@ 40	11 76	82 27	94 03
28745	do do	Counted	do	@ 33 ¹ / ₂	14 38	81 45	95 83
418076	Staves, Standard	Culled	M. 425 4c. 2qrs. 8 pieces	@ 2 90	170 19	1063 61	1233 83
1400309	do West India	do	M. 1174 4c. 0qr. 29 do	@ 1 26 ³ / ₄	176 16	1311 44	1487 60
1151	do Barrel	do	M. 0 9c. 2qrs. 11 do	@ 90	0 10	0 77	0 87
26163	Lathwood, Cords	Culled, &c.	per cord	@ 33 ¹ / ₂	130 83	741 34	872 17
	Add—For fractions				0 40	0 97	1 37
					\$430 21	13350 33	17780 54

Total amount accrued during the half-year \$17780 54
 Amount outstanding last year, \$3146 87, of which has been collected, up to 30th June, \$531 76, and cancelled, \$301 87..... \$39 63

Less—Amount outstanding of half-year..... \$18620 17
 5731 91
 \$12888 26

P. M. PARTRIDGE,
Superintendent of Woods and Forests.

ANDREW RUSSELL,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS, Woods and Forests,
 Quebec, 30th June, 1864.

APPENDIX No. 20 (d).

WOODS AND FORESTS.—STATEMENT shewing Gross Earnings of Cutlers, with Amounts paid and Balances due them for work performed in their respective Departments, for the half-year ending 30th June, 1864.

Department.	Cutter's Name, &c.	Amount.		Total.
		\$	cts.	
Masts, Bowsprits, Spars, Oars, and Handspikes and Square Timber.	Frs. Dalaire.....	524	47	636 96
	Alexis Dorval.....	316	12	
	Philip Dorval.....	159	14	
	Of which remains unpaid.....	999	73	
	362	77	
Square Timber.....	Wm. Bee.....	174	35	5,293 90
	F. X. Béland.....	222	10	
	Jean Bernais.....	123	11	
	Jas. Burns.....	266	25	
	Joseph Bergeron.....	114	36	
	Michael Coss.....	168	96	
	John Clark.....	361	01	
	Louis Daitron.....	183	29	
	Denis Duggan.....	104	35	
	Wm. Duggan.....	104	35	
	George Donoghue.....	118	06	
	J. B. A. Dorval.....	61	90	
	Geo. Dorval.....	174	03	
	W. J. French.....	133	68	
	Ant. Frederick.....	23	63	
	Olivier Gauvreau.....	169	77	
	Peter Gilgan.....	299	63	
	Thos. Gilchan.....	226	81	
	John Galna.....	217	26	
	P. J. Jernest.....	112	82	
	Luc Jobin.....	192	23	
	John Jordan.....	258	04	
	Michael Kelly.....	341	36	
	Jas. Lynch.....	172	90	
	Joseph Laroso.....	121	93	
	A. H. Lockquell.....	151	54	
	Stephen Lambert.....	178	66	
	Saltem Lecompte.....	319	35	
	George Miller.....	129	19	
	.....	167	50
	Carried over.....	5,293	90	

APPENDIX No. 20 (d).—Continued.

WOODS AND FORESTS.—STATEMENT showing the Gross Earnings of Cullers, with Amounts paid and Balances due them for work performed in their respective Departments, for the half-year ended 30th June, 1864.

Department.	Culler's Name, &c.	Amount.	Total.	
		\$ cts.	\$ cts.	
Square Timber.....	<i>Brought forward</i>	5,263 90	636 96	
	John Miller.....	72 11		
	Alfred Miller.....	128 84		
	P. McNeil.....	138 86		
	D. McKendry.....	62 58		
	J. O'Sullivan.....	114 00		
	George Philbert.....	151 17		
	J. B. Vachon.....	126 08		
	Edouard Verrault.....	263 90		
	N. Valin.....	132 68		
	J. S. Waterson.....	113 07		
		Of which remains unpaid.....	6,537 78	5,170 00
			1,367 78	
	Deals, Planks, Boards and Lathwood	James Byrne.....	204 47	
		Chas. Gonturo.....	160 31	
		J. B. Charlton.....	87 81	
		Thos. Clark.....	448 53	
		Peter Gellay.....	122 22	
		A. F. Hamel.....	278 83	
		Michel Hamel.....	292 45	
		Benjamin Lockquell.....	182 45	
		M. Murphy.....	107 63	
		Patrick Malone.....	298 13	
Thos. Malone.....		53 98		
Jeddy Malone.....		95 18		
Jas. Myler.....		811 48		
Wm. McKutcheon.....		11 30		
Michael Power.....		292 44		
E. X. Thompson.....		5 27		
Thos. Wilson.....		450 67		
	Of which remains unpaid.....	3,436 81	9,396 19	
		40 65		

Staves.....	J. Bédard.....	97 55		
	N. Beaupré.....	226 86		
	John Curtin.....	51 37		
	Joseph Frederick.....	262 65		
	M. Gibbons.....	295 81		
	C. Giroux.....	160 51		
	Joseph Langlois.....	162 09		
	Louis Myrand.....	163 59		
	Jno. Murphy.....	290 62		
	Miles O'Brien.....	259 30		
	Martin O'Brien.....	14 80		
	J. B. Philbert.....	235 91		
	Jac. Villeneuve.....	151 76		
		Of which remains unpaid.....	2,375 98	1,900 77
			475 21	
	Ann—Balances due.....		11,103 92	
			2,246 41	
	Total.....		\$13,350 32	

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 27th Section of the Act, their attendants and assistants, and all other charges inseparable from the execution of their duties.

P. M. PARTRIDGE,

Superintendent of Woods and Forests.

DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 30th June, 1864.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX No. 20 (e).

WOODS AND FORESTS.—STATEMENT showing the Staff of the Office of the Supervisor of Cutlers, Quebec, the designation of Office, term of employment, the rate of Salary, and the Amount paid to each, for the half-year ended 30th June, 1864; shewing, also, the Extra Clerks employed, and the sums paid to them, during the same period.

Names.	Designation of Office.	Term of Employment.	Salary.	Amount paid for half-year.	Total.
			\$ cts.	\$ cts.	\$ cts.
Wm. Quinn	Supervisor of Cutlers	Annual	2000 00	1000 00	
Matthew Hainbeson	Deputy	do	1440 00	720 00	
Alexander Fraser	Book-keeper	do	1200 00	600 00	
T. J. Walsh	Cashier	do	800 00	400 00	
John X. Cooke	Specification Clerk	From 1st May to 20th November	725 00	223 06	
John O'Keane	do	do to 31st December	300 00	200 00	
James Prendergast	do	do to 19th November	600 00	184 62	
Pierre Miller	do	do to 31st December	775 00	193 74	
Francis Quinn	do	From 1st Jan. to do	779 16	366 66	
Wolfred Launier	do	From 1st May to do	500 00	125 00	
Lorenzo Hearne	do	do to 30th November	400 00	114 28	
Edward Dugan	do	do to do	400 00	195 00	
J. E. Belland	do	do to 1st November	400 00	133 32	
Eugène Blondin	do	do to 1st December	400 00	114 28	
Patrick Jordan	Office-keeper	Annual	400 00	200 00	
<i>Extra Clerks.</i>					
O'Connor & Co.				40 94	
Ferguson & Co.				27 72	
Fortin & Co.				27 55	
Stacy & Co.				21 86	
				4716 58	

\$16 02c. for difference in pay as Acting Cashier in 1863, four months, from 1st Sept. to 31st Dec.

\$229 16c. from 1st Jan. to 30th April, \$560 from 1st May to 31st Dec.

Jeffery & Co.
Powell & Co.
E. J. O'Connor
E. Larue
Hunmond & Co.
James Arnold
Lorenzo Hearne
Pierre Miller
Henry Edwards
Fancy & Co.
McCarthy & Co.

Employed as required from:	time to time.	
		21 76
		21 73
		14 59
		10 33
		5 61
		8 68
		38 10
		18 00
		3 10
		3 01
		2 02
		275 03
		\$4991 61

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.

DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 30th June, 1864.

APPENDIX No. 20 (f).

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 six months from 1st January to 30th June, 1864, inclusive, with the section of the Province where the same was produced.

	Waxy White Pine				Square White Pine		Red Pine		Oak		Elm		Ash		Basswood		Butter-nut.	
	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet
1 Quebec and Montreal.....	1772	1,608,818	4847	28,811,616	29	1105	.....	.....	.....	.....	3	152	3	169	.....	.....	.....	.....
2 St. Lawrence, from Montreal to head of Lake Ontario.....	.....	.....	7,231	71,221,311	4112	29,222,216	1,533	80,687	5,314	205,105	49	27,041	3	161	3	140	.....	.....
3 Grand River and Lake Erie.....	207	19,296	17,861	172,582	681	5,813,5	9,343	6,521,06	3,861	18,2616	28	183	1	82	.....	.....	.....	.....
4 Ottawa River, and tributaries below Ottawa City.....	1	6	19,367	106,627,9	48	20,353	271	867	2,273	10,539,9	710	33,192	16	905	31	1,672	.....	.....
5 Gatineau.....	.....	.....	1,664	47,360	18	753	.....	.....	.....	.....	3	155	.....	.....	.....	.....	.....	.....
6 Rideau.....	47	47	35,691	219,111,4	29	9909	.....	.....	.....	.....	474	160,45	18	1012	.....	.....	.....	.....
7 Ottawa River, and tributaries above Ottawa City.....	47	2881	35,691	219,111,4	110,818	10,297,7	11,883	2,332,6	24,95	737,68	1,456	65,369	142	7478	7	392	.....	.....
8 United States.....	.....	.....	29	1976	.....	.....	8	259	.....	.....	11,86	421,28	90	3538	.....	.....	.....	.....
Totals.....	2027	17,2592	70897	455,0367	165,009	677,541	125,568	749,425	165,319	623,528	2987	108,136	161	8637	45	2186	.....	.....

An Abstract of the Number of Pieces, &c.—Continued.

	Tamarac.		Birch		Maple		Beech		Hemlock		Spruce		Walnut		Hickory		Cherry		Whitewood		Poplar.	
	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet	Pieces	Feet
1 Quebec and Montreal.....	3618	93753	11213	219,488	1	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2 St. Lawrence, from Montreal to head of Lake Ontario.....	729	23,980	4	128	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3 Grand River and Lake Erie.....	62	1887	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4 Ottawa River, and tributaries below Ottawa City.....	4738	135,399	90	3706	19	866	3	120	1	36	2	29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5 Gatineau.....	21	69	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6 Rideau.....	19	799	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7 Ottawa River, and tributaries above Ottawa City.....	2379	71,769	23	705	7	419	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8 United States.....	977	27,112	13	414	3	312	1	49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	12,524	354,768	11,343	224,141	30	1603	4	169	1	36	4	133	8	638	911	42061	2	123	10	445	2	51

OTTAWA RIVER and its tributaries above Ottawa City, subdivided.

	Wany White Pine.		Square White Pine.		Ro'l Pine.		Oak.		Elm.		Ash.		Bassw'd.		Bitter-nut.		Tamarac.		Birch.		Maple.		Spruce.		
	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.
Carp and Quio Rivers.....	.....	.....	1935	136698	14	500	323	7489	130	3069	41	2006	17	793	.....	.....	208	8064	.....	.....	.....	.....	.....	.....	.....
Duchéne and Chats Lakes.....	.....	.....	2792	140803	14	500	184	3446	700	21254	661	30009	28	1299	.....	.....	911	28912	23	705	1	60	1	63	.....
Mississippi River.....	.....	.....	3188	134883	15	404	566	11629	433	10882	406	18562	15	702	1	29	336	9325	.....	.....	.....	.....	.....	.....	.....
Madawaska.....	.....	.....	1130	87843	132	3328	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bonnechère.....	.....	.....	1511	90553	232	9215	1	47	.....	.....	2	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Calumet Island and Fort Cou- longo River and Lake.....	.....	.....	2946	172991	751	18282	36	1051	1	28	1	31	.....	.....	.....	.....	87	2842	.....	.....	.....	.....	.....	.....	.....
Black River.....	.....	.....	2471	116735	6	183	41	910	1159	37503	341	14655	82	4682	6	366	626	18732	.....	.....	.....	6	359	.....	.....
Westmouth, Ires Allumettes Island and Lake Calbuto.....	.....	.....	1138	82974	1	67	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indian, Muskrat and Snake Rivers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Petawawa River.....	37	2033	4423	314859	3021	123037	21	561	1	17	1	26	.....	.....	.....	.....	88	2163	.....	.....	.....	.....	.....	.....	.....
Chalk River.....	.....	.....	1319	97678	2629	86624	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Deep River, Deux Joachims Rapids and upwards.....	10	548	12786	818069	4390	166747	8	200	.....	.....	.....	.....	.....	.....	.....	.....	33	831	.....	.....	.....	.....	.....	.....	.....
Totals.....	47	2381	35694	2194114	11618	402977	1183	25336	2425	73768	1456	65369	142	7478	7	392	2379	71769	23	705	7	419	2	104	.....

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.
DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 30th June, 1864.

SECTION OF PROVINCE.

APPENDIX No. 20 (g).

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 Cutlers, during the six months ending 30th June, 1864, with the Section of Province wherefrom.

Number.	SECTION OF PROVINCE.	Masts and Bowsprits.		Spar.s.		Oars.		Handspikes.		Lathwood.	
		Pieces.		Pieces.		Counted.		Pieces.		Cords.	
		Culled.	Counted.	Culled.	Counted.	Culled.	Counted.	Culled.	Counted.	Culled.	Counted.
1	Quebec to Montreal.....				53						2616½
2	St. Lawrence, from Montreal upwards.....			70	152						
3	Ottawa and its Tributaries.....			200	1169						
4	United States.....										
	Total.....			270	1374						2616½

Number.	SECTION OF PROVINCE.	Pine Deals and Pine Plank.				Spruce Deals and Spruce Plank.				Pine and Spruce Deals.	
		Pine Deals.		Pine Plank.		Spruce Deals.		Spruce Plank.		Counted off only.	
		Pieces.	Standard.	Culled.	Counted.	Pieces.	Standard.	Culled.	Counted.	Pieces.	Standard.
1	District below Quebec.....	5612	6113 507	7008		36564	35787 09½	13			
2	Quebec District.....	31759	33800 537	4829							
3	Quebec to Montreal.....	106012	121422 01½	11687		187388	183888 01½	10108	28745	124749	132013 30½
4	St. Lawrence, from Montreal upwards.....					54480	52769 40½	13825			
5	Ottawa and its Tributaries.....	5357	6405 547	836							
	Total.....	148740	167802 48½	18360		278432	272395 04½	23506	28745	344466	399233 32½

APPENDIX No. 20 (g).—Continued.

SECTION OF PROVINCE.	Standard Staves.					West India Staves.					Barrel Staves.							
	Pieces.	M.	C.	qrs.	pcs.	M	C	qrs.	pcs.	M.	C.	qrs.	pcs.	M.	C.	qrs.	pcs.	
1. Quebec to Montreal.....																		
2. Montreal to Kingston.....																		
3. Kingston to Head of Lake Ontario.....	5468	5	1	1	23	131	7	1	2									
4. Grand River, Lake Erie, St. Clair.....	412618	420	3		15	1042	6	3	27									
5. Huron, including River Thames.....																		
Total.....	418076	425	4	2	8	1174	4		29									

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.

DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 30th June, 1864.

APPENDIX No. 20 (k).

WOODS AND FORESTS.—STATEMENT of Timber Measured, Culled and Counted at Montreal, Lachine and Sorel, through the Office of the Deputy Supervisor of Cutlers, Montreal, during the half-year ending 30th June, 1864.

Description of Timber, &c.	Pieces.	Tons.	Feet.	Rate.	Amount.
				\$ cts.	\$ cts.
White Pine.....	29498	35595	32		
Basswood.....	86	96	34		
Butternut.....	3	1	36		
	29587	35694	22	0 4 $\frac{7}{12}$	1636 00
Ash.....	999	950	01		
Beech.....	16	14	05		
Birch.....	158	124	03		
Fern.....	1134	848	23		
Hemlock.....	637	675	31		
Balsam of Gilead.....	4	4	17		
Maple.....	82	65	30		
Oak.....	408	314	14		
Red Pine.....	24	23	06		
Spruce.....	31	35	31		
Tamarac.....	3406	2254	03		
Mixed Timber.....	363	230	24		
	7162	5540	33	0 61	316 38
Flatt and Round Timber.....	27146	678339 ft.		{ @ 0 80 } { per M. feet. }	543 09
West India Staves.....	30000	M. C. qr. Pres. 25 0 0 09		@ 1 263	31 68
Fractions.....					1 32
Less—Outstanding.....					2538 47 56 84
					\$2409 63

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARRIDGE,
Superintendent of Woods and Forests.
DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 30th June, 1864.

APPENDIX No. 20 (c).

WOODS AND FORESTS.—STATEMENT of Timber Measured and Culled at the Ports of Montreal, Lachine and Sorel, through the Office of the Deputy Supervisor of Cullers, during the half-year ending 30th June, 1864; and Section of Province where produced.

SECTION OF PROVINCE. TERRITORY.	White Pine.		Ash.		Basswood.		Beech.		Birch.		Butternut.		Cedars.		Elm.		Hemlock.		Balsam of Gilead.	
	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.
1 Lower Ottawa.....	33105	1473549	852	33086	71	3364	15	541	153	5265	.....	.....	6436	225684	992	33154	540	27103	4	177
2 Upper Ottawa.....	3336	154432	376	11861	26	874	1	24	29	523	3	76	.....	.....	731	29245	5	159	.....	.....
3 Belleville Agency.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	36411	1627681	1223	44947	97	4238	16	565	182	5791	3	76	6136	225684	1723	53699	545	27264	4	177

SECTION OF PROVINCE. TERRITORY.	Maple.		Oak.		Red Pine.		Spars.		Spruce.		Tamarac.		Mixed Timber.		Saw Logs.		Staves (West India).	
	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.	Pieces	Feet.
1 Lower Ottawa.....	35	1326	153	4567	207	7185	43	1852	35	1602	4106	131434	363	9224	10045	120340	.....	.....
2 Upper Ottawa.....	47	1194	583	16974	14	611	30	1428	.....	.....	1551	39779	.....	.....	.....	.....	.....	.....
3 Belleville Agency.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	82	2520	741	21511	221	7799	73	3280	35	1602	5666	171213	363	9224	10045	120340	30009	250009

Measured at Sorel and included in the above Statement..... 20129 pieces of Square and Flatted Timber.....941,995 feet.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.
ANDREW RUSSMILL,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 30th June, 1864.

APPENDIX No. 20 (g).

WOODS AND FORESTS.

STATEMENT of Account of Deputy Supervisor of Cullers, Montreal, for half year ending 30th June, 1864.

1864.		1864.		1864.	
June 30.	Dr.	June 30.	\$	Cr.	\$
To gross receipts for measuring, &c., during half-year to date.....	\$2558 47	By amount remitted to Supervisor during half-year to date.....			2499 63
Less—Amount outstanding.....	58 84	By amount paid Cullers.....	2499 63		1747 66
To amount received from the Supervisor of Cullers, Quebec, to meet expenses of office, &c.		Total.....	\$5130 63	By amount paid for half-year.....	220 25
				By salary for half-year.....	150 00
				By amount paid for disbursements.....	59 45
				By Balance.....	453 64
				Total.....	\$5130 63
June 30. To Balance.....			\$453 64		

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent of Woods and Forests.
DEPARTMENT OF CROWN LANDS, Woods and Forests,
Quebec, 30th June, 1864.

APPENDIX No. 21 (a).

DEPARTMENT OF CROWN LANDS.

STATEMENT of Letters Registered in the half-year ending 30th June, 1864.

WESTERN BRANCHES.		EASTERN BRANCHES.					PROVINCE AT LARGE.					ORDERS IN COUNCIL.																																					
Correspondence— Mr. Tarbut.	2168	Late Surveyor Generals— Mr. Hector.	1169	Surveyors—Mr. Devine.	366	Upper Canada Roads— Mr. Bridgland.	175	Accountants—Mr. Ford.	1614	Total.	5492	Correspondence—Messrs. Collins & Gendreau.	923	Crown Domain & Jesuits' Estates—Mr. Judah.	406	Surveyors—Mr. Bouchette.	235	Accountants—Mr. Ford.	517	Total.	2141	Woods and Forests— Mr. Partridge.	1076	Fisheries—Mr. Withcher.	491	Ordnance Lands— Mr. Bridgland.	280	Indian Affairs— Mr. Spragg.	113	Commissioners on Miscel- laneous Matters.	28	Transferred to other De- partments.	15	Total.	2006	Grand Total.	9639	Names Indexed.	12610	Enclosures.	19000	Past.	11	West.	15	Miscellaneous.	6	Total.	32

Letters received during the half-year, to June 30, 1864..... 9639
 To corresponding period in 1863..... 8461
 Increase in 1864..... 1178

Letters received through Provincial Secretary, for the half-year
 to June 30, 1864..... 131
 Letters received through Postmaster General, for the half-year
 to June 30, 1864, not called for..... 14

JOHN MORPHY,
Registrar.

ANDREW RUSSELL,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
 Quebec, 30th June, 1864.

APPENDIX No. 21 (b).

STATEMENT OF OFFICE WORK for the half-year ending 30th June, 1864.

No. of Plans compiled and copied.....	627
do Instructions for Surveyors prepared.....	34
do Plans, Field-notes, Diarie, Reports, Accounts and Pay-Lists of Surveyors of Public Lands and Roads audited and examined.....	472
do Plans and Field-notes, Reports of Private Surveys examined, and areas calculated ...	100
do Plans, Field-notes and Reports of Municipal Surveys examined	80
do Descriptions for the erection of Parishes, Townships and Villages in Lower Canada prepared	20
do Statements for the Legislature and Blue-Book prepared.....	48
do References for Letters Patent prepared, and Fiats entered.....	2356
do Descriptions for Letters Patent prepared.....	669
do Letters Patent engrossed, examined, and entered in the several books of record.....	2179
do Letters written	6429
do Fishing Bounty Claims examined and paid	56
do Adjudications	301
do Folio pages of Reports, Land Rolls, Letters and Assignments entered.....	17545
do Folio pages of Field-notes, Reports, Letters, etc., copied	1532
do Location Tickets issued.....	26
do Assignments examined and registered.....	1024
do Circulars issued.....	500
do Specifications of Lots in Towns and Townships for sale, prepared:.....	18
do Accounts examined and paid by Check or Certificate	748
do Accounts Current prepared.....	261
do Agents' Returns examined and entered.....	1055
do Returns of Lands sold for Registrars and Secretary-Treasurers.....	52
do Folio pages of these Returns	705
do Reports.....	366
do Miscellaneous Statements.....	2516
do Pages of Translations.....	200
do Special Sales and Cases disposed of after investigation of claims on the spot.....	340
do Cases of Land Arrears examined, decided and certified.....	40
do Entries of Letters Patent in Domesday, Register, Issue Book and Plans	10127
do Appropriation of Money received by Letter, etc.....	970
do Entries posted in Sales books.....	7546
do Monthly Statements of Lands paid in full for Woods and Forests' Branch.....	12
do Free Grants and Indian Fiats entered and indexed.....	170
do Towns and Townships entered in Domesday and Register.....	10
do Requisitions for Stationery, etc.....	217
do Heir and Devise Commission Certificates issued	26
do Certificates, value of Settlers' Timber.....	515
do Timber Adjudications.....	18
do Pay-Lists and Time-Sheets of Road Works examined and audited.....	300
do Fishery Licenses issued and entered	39
do Fishery Leases issued and entered.....	18

ANDREW RUSSELL,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

APPENDIX No. 22.

STATEMENT of Receipts and Expenditure on account of Fisheries, Upper and Lower Canada, for the half-year ending 30th June, 1864.

UPPER CANADA.

	\$	cts.	cts.
Amount of Receipts for the half-year.....			482 62
<i>Expenditure.</i>			
John McCuaig, Disbursements for half-year ending 31st December, 1863.....	177	50	
do Salary, 1st January to 11th February, 1864.....	138	46	
E. R. Jones, Overseer, on account of salary and expenses for 1864.....	50	00	
W. H. Shipman, Salary and expenses for 1864.....	45	00	
			410 96

LOWER CANADA.

	\$	cts.	\$	cts.
Amount of Receipts for the half-year.....				4157 05
<i>Expenditure.</i>				
R. Nettle, Salary from 1st January to 11th February, 1864.....	138	46		
P. Fortin, Salary for half-year to 30th June.....	600	00		
do Disbursements on account of schooner "La Canadienne".....	3479	91		
W. F. Whitchee, Special services in 1861 and 1862.....	655	00		
Overseers, Salaries on account.....	\$365	00		
do Disbursements on account.....	560	98		
			925 98	
				5799 35

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.

DEPARTMENT OF CROWN LANDS,
Quebec, 30th June, 1864.

APPENDIX No. 23.

STATEMENT of Payments made as Fishing Bounties for the year 1863,
under Order in Council dated 18th February, 1864.

Claimants.	Vessels.	Amounts.	Dates of Payment.
		\$ cts.	
R. Delaney.....	Two Brothers.....	168 00	24th February, 1864.
John Ross.....	Britannia.....	268 00	do do
William Baker.....	Lord Douglas.....	232 00	do do
O. Richard.....	Dolphin.....	208 00	do do
D. Terrieau.....	Temperance.....	164 00	do do
Abel Arseneau.....	Mary Ann.....	160 00	do do
Z. Jonphe.....	Archangel.....	200 00	do do
H. Boudreault.....	Sarah.....	92 00	do do
Gilbert Cormier.....	Lydia.....	192 00	do do
P. Turbide.....	Jenny Lind.....	156 00	do do
William Terrieau.....	Annie.....	180 00	do do
S. Sire.....	Breeze.....	112 00	do do
Z. Arseneau.....	Adelina.....	184 00	do do
H. Richard.....	Zélie.....	144 00	do do
D. Richard.....	Oncisme.....	180 00	do do
V. Cormier.....	Zélie.....	120 00	do do
F. & M. Lespérance.....	Eugénie.....	184 00	do do
do.....	Mary.....	340 00	do do
John Davis.....	Rambler.....	178 50	do do
John Howell.....	Undaunted.....	176 00	do do
Henry Suddard.....	Violet.....	120 00	do do
John Ascah.....	Highland Jane.....	224 60	do do
Joseph Tripp.....	Admiral.....	138 00	do do
P. Siro.....	Alphonsoe.....	92 00	do do
P. Doyle.....	Venelio.....	132 00	do do
James Muldoon.....	Lady.....	228 00	do do
Paul Côté.....	Marie-Joseph.....	84 00	do do
Eng. Hammond.....	Victoria.....	117 00	do do
Ed. Gaumont.....	Emédine.....	144 00	do do
V. Vigneault.....	Wide-Awake.....	168 00	do do
F. Arseneau.....	Mary.....	160 00	do do
D. Chiasson.....	Espérance.....	228 00	do do
X. Cormier.....	Amelia.....	168 00	do do
A. Vigneault.....	Eugénie.....	204 00	do do
George Miller.....	Ranger.....	164 00	do do
Elie Angers.....	Marie-Victoire.....	320 00	26th do
G. Cormier.....	Victoria.....	184 00	do do
J. Boudreault.....	Constantina.....	168 00	do do
J. F. Poitras.....	Theodora.....	196 00	27th do
P. Cummings.....	Ailsa.....	164 00	do do
Louis Boudreault.....	Flora.....	160 00	1st March, 1864
A. Deveaux.....	Loup-Marin.....	152 00	do do
F. Kennedy.....	Temperance.....	224 00	11th do
Robert Pye.....	Flying-Fish.....	144 00	6th April do
Charles Stewart.....	John Stewart.....	228 00	do do
P. Mulrooney.....	Village Belle.....	160 00	do do
P. Mabe.....	Pilot.....	192 00	8th do
L. & Z. Gagnon.....	Pearl.....	216 00	27th do
G. Dionne.....	Marie-Louise.....	212 00	28th do
William Harbour.....	Breeze.....	135 00	do do
E. Bugbold.....	Emma.....	88 00	9th May do
X. Boily.....	Mathilde.....	128 00	11th do
A. Riverin.....	Renard.....	88 00	12th do
A. Cormier.....	Triton.....	105 00	11th June do
R. & B. Gagnon.....	Seven Brothers.....	112 00	28th do
Thomas Legros.....	Marie-Primrose.....	292 00	do do
Thomas Savage.....	do.....	292 00	Paid 16th Jan., '64, being claim for 1862.
		\$9769 50	

ANDREW RUSSELL,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS, Fisheries' Branch,
Quebec, 30th June, 1864.

W. F. WHITCHER.

APPENDIX No. 24.

GOLD MINING REGULATIONS.

DEPARTMENT OF CROWN LANDS,
Crown Domain Branch,
 Quebec, 22nd April, 1864.

The following Gold Mining Regulations have been approved of by HIS EXCELLENCY THE GOVERNOR GENERAL in Council, viz. :—

1. Gold Mining shall be held to mean any mode of obtaining or collecting Gold from the natural deposits or rocks of the country.

2. No person shall be allowed to work any Gold mine without a license.

3. The rights of the Crown in respect to Gold shall be transferred by temporary licenses.

4. No Royalty shall be exacted.

5. Gold mining licenses shall be issued to the proprietor of any land, such license to convey the right to work for the Gold on the lot; to be issued for lots of one hundred acres, or arpents, or less, as defined by the existing surveys, and to remain in force for three months, subject to renewal, by new application and license (except in cases of change in ownership of land), on the same terms and at the same rate; conditional on future orders of His Excellency the Governor General in Council, or Legislative enactments as respects Gold Mines.

6. Applicants for a tract in unsurveyed territory must furnish a plan of survey and description of the land required, by a Provincial Land Surveyor, such tract not to comprise more than four hundred acres, and to be of the dimensions or proportion of forty chains by one hundred chains, bounded by lines running due North and South, and East and West, or as near to these proportions as the configuration of the locality will admit. A separate license to be taken for each 100 acres.

7. The number of persons authorized to be employed in mining for Gold shall be not less than five *per* license, including all employed, either directly or indirectly, on the work; and the licenses shall be issued on the payment of one dollar for each person so employed, subject to a further payment of one dollar for each additional person employed.

8. Monthly returns under oath must be made to the Inspector of Mines for the Division, of the persons employed, the amount of Gold extracted *per* day, and any further information which His Excellency the Governor General in Council may direct.

9. Any increase in the number of persons to be employed under the license must be notified to the Inspector of Mines for the Division within ten days of such employment, accompanied by payment of the additional fee.

10. In cases where a lot borders on a stream, not included therein, the license will go to the middle thereof; where a stream crosses a lot, the same will be comprised in the license, subject in all cases to the public rights in navigable or floatable waters.

11. Parties holding licenses shall have the right of transfer, provided such transfer be notified in writing to the Inspector of Mines for the Division, and on payment of a fee of one dollar. Such transfer and payment shall be endorsed on the license.

12. Purchasers, or their assignees, of Crown Lands sold and only partially paid for will be required to pay up in full before obtaining a license, and applicants for license on vacant Crown Lands will be required to purchase and pay up in full before receiving a license.

13. Applications for license must be made in writing to the Inspector of Mines for the Division, detailing title, proof of which must be furnished to such Inspector.

14. Error or misrepresentation by applicant as to his right to, or ownership of, the land, or failure to comply with all or any the present Regulations or future orders of His Excellency the Governor General in Council, or Legislative enactments having reference to Gold Mines, to which the licence will be subject, shall entail immediate forfeiture of the license.

These Regulations shall not apply to the Seigniorie of Rigaud-Vaudreuil.

It has also pleased His Excellency the Governor General to appoint the two following

gentlemen to be Gold Mining Inspectors for the Divisions, on the South Shore of the St. Lawrence, below mentioned, viz. :—CHARLES LEFEBURE DE BELLEFECILLE, Esquire, for the Division to be called the *Chaudière Division*, to comprise the territory lying to the North-East of the line dividing the Counties of Nicolet, Arthabaska, Wolfe, and Compton, from the Counties of Lotbinière, Megantic and Beauce (save the Townships of Spaulding, Ditchfield, Clinton and Woburn, to be attached to the St. Francis Division, hereinafter mentioned), whose office will be at St. François de la Beauce;—and DANIEL W. MACK, Esquire, for the Division to be called the *St. Francis Division*, to comprise the territory lying to the South-West of the same line, with the four Townships above mentioned; whose office will be at Stanstead, until further orders, to whom all mining applications (as per printed form in their possession, and which they will supply to intending applicants) are to be made.

The unsold Crown Lands in the following Townships are for the present hereby set apart for sale for Gold mining purposes, under the above Regulations, and will be disposed of to the first applicant, at two dollars *per* acre, payable cash in one sum, without settlement duties, viz. :—

CHAUDIÈRE DIVISION.

Jersey, Marlow, Risborough, Linière, Watford, Cranbourne, Frampton, S.W. parts of Buckland and Standon and Augmentation and Metgermette, in the agency of Andrew Ross, Esquire—office at Frampton.

Ware and Langevin, in the agency of F. Rouleau, Esquire—office at Ste. Claire.

Daaquam and Mailloux, in the agency of S. V. Larue, Esquire—office at St. Charles, Rivière Boyer.

Belièchasse, Roux and N. E. part of Buckland, in the agency of F. Lamontagne, Esquire—office at St. Gervais.

Theiford, Broughton, Leeds, Inverness, Ireland, Halifax, Somerset and Nelson, in the agency of John Hume, Esquire—office at Leeds.

Price, Colrainc, Adstock, Tring, Lambton, Forsyth, Aylmer, Gayhurst and Shenley, in the agency of Louis Labrecque, Esquire—office at Lambton.

ST. FRANCIS DIVISION.

Winslow, Whitten, Hampden, Ditton, Woburn, Chesham, Marston, Clinton, Spaulding and Ditchfield, in the agency of William Farwell, Esquire—office at Robinson.

Stanstead, Barnston, Barford, Hereford and Gore, Auckland, Clifton, Compton, Hatley, Magog formerly Hatley, Orford, Ascott, Eaton, Newport, Westbury, Stoke, Brompton, Melbourne, Sbipton, Cleveland, Windsor, Dudswell and Weedon, in the agency of John Felton, Esquire—office at Sherbrooke.

Potton, Sutton, Dunham, Stanbridge, Farnham, Granby, Shefford, Stukely, Ely, Roxton, Milton, Bolton, Brome and Magog formerly Bolton, in the agency of A. J. Kemp, Esquire—office at Waterloo.

Acton, Durham, Kingscy, Simpson, Wickham and part of Upton, in the agency of the Honorable William Sheppard—office at Wendover.

Wotton, Ham, South Ham, Wolfestown, Garthby and Stratford, in the agency of J. T. LeBel, Esquire—office at Wotton.

Warwick, Chester, Tingwick and Horton, in the agency of Antoine Gagnon, Esquire—office at St. Christophe d'Arthabaska.

Arthabaska, Bulstrode and Stanfold, for which there is at present no agent; and applications to purchase in these townships must be made to this Department.

Applications made for purchase of lots since the sale in certain of the above townships was stayed, to be taken according to priority of date, at the above price, provided the same be renewed to the respective Crown Land Agents, on or before the 20th day of May next; after said date, in cases of simultaneous applications, lots will be disposed of by the said Agents to the highest bidder over the upset price of two dollars *per* acre. Not more than 400 acres will be sold to any one person. All applications to be addressed to the Agents,

those for unsurveyed tracts to be accompanied with required plan of survey and description, connecting the land surveyed with some known point of a previous Government survey.

ANDREW RUSSELL,
Assistant Commissioner of Crown Lands.

DEPARTMENT OF CROWN LANDS,
Crown Domain Branch,
Quebec, 29th April, 1864.

HIS EXCELLENCY THE GOVERNOR GENERAL has been pleased to appoint JAMES KEMPT GILMAN, of Stanstead, Esquire, Gold Mining Inspector for the St. Francis Division, in the room and place of Daniel W. Mack, Esquire, resigned.

Mr. Gilman's office will, until further orders, be at Stanstead.

APPENDIX No. 25.

DEPARTMENT OF CROWN LANDS,
Quebec, 8th April, 1864.

SIR,—Preliminary to advertising the New Gold Mining Regulations, adopted by His Excellency the Governor General in Council on the 1st instant, it is desirable that you should, at once, again visit the Mining District and report to the Department the actual state of matters there now, and the preparations making for the coming season.

As the spring is now far advanced, and it is desirable to obtain your report at an early day, you will, for the present at least, visit only the Chaudière Section, information respecting that locality being that now most pressingly required.

It will be for you to ascertain and supply all information as to the work which has taken place since your last examination, with that, if any, now in progress or reported to be in contemplation; in fact, all details which you can, by a hasty visit, procure.

You will leave at once, and endeavor to be back at the Department by the end of next week.

I remain, &c., &c.,

ANDREW RUSSELL,
Assistant Commissioner of Crown Lands.

F. T. Judah, Esq.,
Clerk, Crown Domain, &c.

DEPARTMENT OF CROWN LANDS,
Quebec, 22d April, 1864.

SIR,—New Gold Mining Regulations having been adopted, by Order in Council of the 16th instant, in lieu of those embodied in the Order of the 1st, you will now proceed to make the visit and report required by the instructions contained in the departmental letter of the 8th instant, and which were stayed in consequence of the intention of making the alterations which have since taken place.

As a part of the duty to be performed by you, you will communicate the New Regulations to all interested parties whom you may meet in the localities you will visit.

I have the honor to be

Your obedient servant,

ANDREW RUSSELL,
Assistant Commissioner of Crown Lands.

F. T. Judah, Esq.,
Clerk, Crown Domain, &c.,
&c., &c., &c.,
Quebec.

DEPARTMENT OF CROWN LANDS,
Jesuits' Estates and Crown Domain Branch,
Quebec, 30th April, 1864.

SIR,—As required by the instructions contained in the letters of this Department of the 8th and 22nd instant, I have the honor to report—

That on Saturday, the 23rd, I left for the Chaudière Gold Fields, but in consequence of the bad state of the roads between St. Henry and St. Isidore, could proceed no further than St. Marie (30 miles) on that day. On my way there I met one or two parties of miners, of some half-dozen men each, from Kamouraska and Glengary, returning, on foot, from the mines, having, as they stated, arrived too soon and intending to come back later in the season.

I started from St. Marie early the next morning, intending, if possible, to reach the extreme end of my journey that day, and to call at the rivers falling into the Chaudière, and wherever I could learn that any operations were going on, upon my return. I again met several parties returning home; none of these expressed any positive dissatisfaction, some even stated that they had obtained sufficient indications to induce them to return hereafter. One party had been working on the Chaudière above the falls, and had found some fine gold; another had worked on the River Gilbert, in the Seigniorship of Rigaud-Vaudreuil, and had prospected on the Crown Lands in rear. Among the last was a returned Californian. The reason given by these people for coming back was, that there was still too much snow in the woods, in some places, and the waters too high for satisfactory exploring or mining operations. Passing by St. Joseph, I arrived at noon at St. François. I took occasion to call at Abraham Poulin's, one of the successful miners referred to in my report of last year, and learned that neither he nor his brother, nor Rodrigue, had as yet undertaken anything this year. I was told here that gold was found in the *Plantes* last fall about a league from its mouth. The operations carried on by Dr. Douglas in this river, in a previous year, referred to in my above-mentioned report, took place much lower down than this. I also learned that indications had presented themselves on two small streams (one called the "Bertrand") above the *Plantes*, and opposite St. François Church, on both of which further search will shortly be made. Early in the afternoon I passed Jersey Point, at the confluence of the Chaudière and Du Loup, and proceeded on to the River Metgermette, 77 miles from Quebec. Here I found a party engaged in exploring in the vicinity, but they complained that the owners of the land were asking exorbitant prices to allow them to work. These miners, one of whom was a practical man, who had worked in British Columbia, had specimens which they supposed to contain iron and silver. The Metgermette, a branch of the Du Loup, apparently the largest and finest of all the tributaries of the Chaudière, was explored many years ago by Mr. Cunningham, Geologist, and more recently by a gentleman from Quebec, Mr. Glover, both of whom, it appears, have found "color." The latter, I was told, has bonded most of the land at the mouth of the Metgermette, and owns a large tract on the opposite side, in the township of Jersey. I could not learn that there was any immediate prospect of his instituting active operations. The land of the St. Lawrence Mining Company, referred to by me last year, adjoins that of Mr. Glover, on the Metgermette, above. No Americans had yet come in by the way of the boundary, but numbers are expected.

Leaving the Metgermette the same evening, I returned to Jersey Point and passed the night there. It seems that here the frontage of some and the whole of a number of other lots were acquired from private parties by Dr. Reid and Mr. Desbarats, of Quebec, at the falls on the Chaudière, in the Seigniorship of Aubert-Gallion and the township of Jersey; these, with certain other lands in Watford on the *Flaminc*, have since passed into the hands of an American company, called the Chaudière Gold Mining Company, which has been formed with a capital of some \$500,000. It is intended to dam and sluice the river at the falls. Dr. Reid, who is a shareholder and acts as agent for this company, has been making preparations for the coming spring, by sending up stores and provisions, tools, &c., to Jersey, and some few men are now engaged blasting the rock. For the Jersey lots, prices amounting to about \$1,000 *per* acre front were given. Lands in Shenley, on the Chaudière, have also been bought by Dr. Reid; and another company, the Stafford Gold Mining

Company, has been formed. Mr. Rankin and others have bonded lands on the Du Loup. Mr. Rankin's operations will be carried on by another company (the Kennebec Gold Mining Company). Capital \$500,000, in \$1 shares.

On Monday, the 25th, I left Jersey Point and arrived at the River Gilbert, in the Seigniory of Rigaud-Vaudreuil, at 9 in the morning. On my way I learned that indications of gold had been found in a small stream near the line dividing the parishes of St. George and St. François, and that a party had purchased a piece of land there and intended working. On the *Gilbert* I found that some slight operations had already commenced; three or four pits had been dug, but very little gold had yet been got out. The operations were going in the same desultory way as last year, and all on the half lot belonging to Rodrigue (the south half of 19 in De Léry concession), spoken of in my previous report. Rodrigue it appears, who at first asked \$800 for the whole of his lot, has since been laying it out into claims for which he gets as much as five cents *per* square foot. Rumor has it that he has already sold for over \$2,000. One lot of 100 feet square (10,000 superficial) was bought a few days ago for \$300, half cash, and the balance on credit. In the sales he makes he does not part with the soil, but only whatever mining rights he may have for five years, without guarantee. There does not appear to have been any order or rule in the laying out and disposal of these lots, but he has reserved the use of the water frontage for the general utility, so that those having claims in the rear may have whatever benefit can be derived from such reserve. On one of the claims, which was being worked while I was there, and upon which three men had been engaged since three days; small gold to the value of about a couple of dollars merely had been got out, but the miners had only reached the pay dirt that day. The pit was filled with water, which they bailed out with buckets, instead of making use of a pump which they had constructed. The water of the river, being now high, is advantageous for the erection of water-wheels, by which the water and earth could be hoisted by means of a windlass. The stream was then about 15 feet across, and the water filling the pits came from it and the melted snow which still saturates the earth. If proper and systematic means for bailing were adopted, the water would not impose any very formidable barrier to active operations; but, without these means, and for exploring, it presents difficulties which retard the less experienced. One or two shanties have been constructed on the river side, and a shop is being within a few acres in the lower concession. Several lots, both above and below Rodrigue's, have been sold to Mr. Rankin, and those disposed of by Viellieux and Grondin, last year, to Mr. Reid, have already, it is said, passed into other hands, at a profit to the vendor. About 100 miners altogether had been up the river this year. Some of these it was who had purchased land and built the shanties which I saw, having now left to procure tools, &c. The owners of the land intend to refuse to allow the De Léry patentees or their assignees to work on their lands. At the foot and head of the *route*, leading from the main road to the Gilbert, a number of new houses have been erected for shops. Some are even now open with supplies of provisions and tools for the miners. The rents got for these places are remarkably reasonable. I left the Gilbert at noon and proceeded to the village. It appears that the lease for 15 years, made last year by the De Léry Seigniors of their mining rights, under the Patent of September, 1846, to Messrs. Hagans & Co., did not convey to the latter any right of transfer, and that an American company, represented by a Mr. Coman of New York, having conditionally acquired the Hagans' right, is in treaty with Mr. De Léry for his consent to a transfer, with a continuance by De Léry of the lease for another 15 years. It is reported that an arrangement has been concluded, though not yet fully carried out, by which the company pay Mr. De Léry \$124,000 for his consent and further rights; including his mining pretensions over certain lands he owns on the *Tamino*, outside of the seigniory and not comprised in the above-mentioned patent.

I next proceeded to St. Joseph, where I arrived in the evening. Before reaching that place I called, on my way through the lower end of St. François, at Pierre Poulins' (one of the brothers Poulin), and was informed that gold had been found on the river called *Rivière du Moulin* near there; also that there were indications of copper in the vicinity.

The next morning—Tuesday, the 26th—I left St. Joseph, intending to return home by Frampton. Near the entrance to the parish of St. Marie, there is a mill stream upon which indications of gold have been discovered. I arrived at St. Marie about noon, and

proceeded on to Frampton, to the residence of Mr. Ross, the Crown Lands Agent. Mr. Ross was absent, but returned in the evening, and from him I learned that, besides the Watford lands before referred to in the hands of the Chaudière Gold Mining Company, a number of others had been disposed of on the Gilbert, in Cranbourne, to Dr. Reid and Mr. Desbarats, or persons in their interest and others, nominally for purposes of settlement, but virtually, I have no doubt, for mining. Mr. Ross informed me that the settlement duties were being performed on these lots, and that about \$5,000 had already been expended there; also, that since the sale had been stopped in the two townships of Cranbourne and Watford, about 5,000 acres had been applied for. Gold, in alluvial, is said to have been found in Cranbourne. Some of the quartz from the Jersey or Shenley, or Watford or Cranbourne lands, sold to Dr. Reid and party, was sent to Boston last winter to be tested, with what result I could not learn.

On Wednesday, the 26th, I left Frampton and arrived back at the office the following day—Thursday, the 27th—having been absent six days and travelled about 176 miles.

In Frampton and the vicinity, and on the road towards Quebec, the country abounds in quartz, and copper is said to have been discovered. I heard of several sales of land for high prices.

I communicated the new regulations to all interested parties that I met with, leaving also a copy at each of the hotels and public places on my way up and down. The owners of land, outside of the Seigneurie of Rigaud-Vaudreuil, expressed themselves satisfied with the regulations; but all the miners whom I saw and conversed with from other countries (and I met with many), disapprove of offering for sale the remaining undisposed of Crown Lands, preferring the Australian and British Columbian systems, by which the individual miners would be licensed and have the right to work everywhere on the unsold Crown Lands, subject to the staking out and recording of claims, the land not being sold except for settlement purposes. Some even spoke of calling a meeting to petition Government in the matter. Though I took pains to explain to them how they could obtain land and work under the present regulations, it may be questionable how far their views may not be correct, and I would respectfully call your attention and that of the Government to the advisability of re-considering the regulations in this particular; and if they are to be altered, early action would appear desirable, before too much land is purchased by private individuals, when the remedy may have passed out of the hands of Government. Another objection which has been urged against the present regulations, in so far as they apply to the unsold Crown Domain, is that a good deal of the land may fall into the hands of strangers, who will acquire it merely and solely for mining purposes, and afterwards abandon it to remain an obstacle to settlement. I do not think that there is much force in this objection; for the remedy for this would be found in the power which is conferred on the municipalities to sell for taxes. The main objection, if any, would certainly appear to be that the country may be overrun with miners, who may neither have the means nor the inclination to buy the lands, and finding large tracts in the hands of speculators and the remainder available only by purchase, will endeavor to work at all hazards, thereby causing trouble and possibly bloodshed. If the principle laid down by the regulations was continued to be applied to private lands now held, and the Australian system put in force for the unsold Crown Lands, such men would direct their attention exclusively to the latter, and leave the private lands to be worked by companies, or partitioned out by the owners, as the case might be. If a new system is adopted for the Crown Domain, by which the miner will not have to buy the land, the license fees ought to be increased for such places, to indemnify the Government for the loss on sale of lands, and I have no doubt the Crown would suffer no pecuniary disadvantage by the change. It is worthy of remark that the circumstances of this country are different from those of nearly all other gold-bearing countries, most of the lands being already in private hands, and that the regulations as they are may, after all, be found suitable; but the danger is that if they prove objectionable in the way stated, after nearly all the Crown Lands have been sold, the matter will then be beyond the reach of remedy.

All the way from St. Marie to the Metgermette, signs of activity, in preparing for the coming season, are apparent. Hotels and shops have sprung up since last fall, and new houses have been built by some, while others are enlarging their premises, and more are preparing to build. Notwithstanding the preparations making, it is more than likely that

the accommodation will not be too extensive, if the rumor as to the immense number who will likely visit the region this season is at all well founded.

Great inconvenience will arise if the miners who may wish to purchase have to proceed to Frampton, St. François being nearer and easier of access; it is, therefore, worthy of consideration whether, if any trouble should result from this cause, in the event of the present regulations not being altered as respects unsold Crown Lands, it would not be better for the Crown Lands' Agent, Mr. Ross, to remove to St. François, at least for a time.

Another matter to which I would wish to refer is the postal accommodation. There is now a daily mail to St. François only, and a tri-weekly one above there to Jersey Point, and weekly beyond that, up the Kennebec Road to Marlow. All along the route the Post-offices are on the east side of the Chaudière and Du Loup, except at St. François, where the Office is on the opposite (the west) side of the river, while the Registry-Office and principal Hotels are on the east side, on which is the main road used for all parties going to and returning from the mines. In my opinion the mail should be made a daily one all the way up to the boundary line with the United States, and a Post-Office established at St. François, on the east bank of the river, leaving the westerly one as a main or branch-office, or abolishing it altogether, as may be found advisable by the post-office authorities. This should be done, at all events, for the summer months; otherwise great inconvenience will arise if the Inspector for the Chaudière Division, who must necessarily reside on the east side, has to cross and re-cross twice a day, for his letters and papers by the up and down mails. The same inconvenience will naturally result to the public in receiving or despatching letters from thence. A money-order branch ought also to be at once attached to the Post-Offices of, at least, one or two of the most important places, say St. François and Jersey Point.

As intimated to me by the returning miners, and confirmed by my own observation on the *Gilbert*, the season is not sufficiently advanced for anything like successful operations or explorations, *except to the experienced, who have been accustomed to such labor*; and it is to be deplored that so many have been obliged to return, as this only tends to create a want of confidence in the successful future of our gold fields, without giving them the benefit of a fair trial. The waters of the Chaudière are now remarkably low for the season, owing to the small quantity of snow and rain which has fallen during the preceding winter. Yet they are sufficiently high to cause trouble, and the ground is still wet. There is also a little snow in some places in the woods. The waters have not yet risen, nor will they until the warm weather has melted the remainder of the snow and the spring rains have fallen; then matters will become, for a time, worse than ever for the miners, and it is not likely that much can be done till the waters fall, which will probably be at the end of May or beginning of June. All will depend on the rains we are to have. It might be well that publicity should be given to this fact, to prevent disappointment to those, from our own country especially, who may wish to visit the locality, and could the more easily delay for a while.

About 300 or 400 have already been up to the mines, and part of these—probably nearly one half or a third—have come back, most of them, however, to return. Quite a number of those I met with came from the county of Glengary, but I saw some from other parts of the province and several Australian, Californian, British Columbian, and Nova Scotian miners, nearly all of whom expressed their intention of staying.

No active operations having yet been undertaken anywhere, it is as impossible as yet to predict the probable result of the gold excitement as it was last year; but one thing, I fear, will assist in retarding the early development of our gold fields, and that is the facility with which miners, who may not be at once successful, will be enabled to leave, since the region is in the midst of a well-settled country, with every facility for travel. In most all other gold countries fortune-seekers once there could not always so easily leave, and the result has been a most hearty and energetic search for the hidden treasure. Here the case may be different; for, with but a few shillings left in his pocket, the unsuccessful miner may reach home, or, at least, the settled parts, where he can obtain other employ or assistance. Yet it is to be hoped that this disadvantage may be, in some measure, counteracted by the good which will be derived from the presence here of practical miners, who have acquired

experience elsewhere, so many of whom are already in the field, and by the employment of capital by some, if not all, of the companies which have been formed, and which will supplement individual enterprise.

The information which I gleaned as to past works, present indications, and future intending operations was obtained from hearsay; but as I took much trouble to obtain confirmation everywhere I went, I have no doubt it will be found substantially correct.

Here follows the route and table of distances to the mines :—

		Miles.					
}	By Land, per Kennebec Road.	By Ferry—From Quebec to Lévis (town)	1				
		{	Along the banks of the River Chaudière.	St. Henry (village)	10½		
				St. Isidore "	9		
				St. Marie "	10		
				St. Joseph "	12		
				Plantes (river)	5		
				St. François (village)	6½		
				Touffe des Pins (<i>Gilbert</i>) (river)	3½		
				Famine "	4½		
				St. George (village)	1½		
				Jersey (post-office)	2½		
				{	Along the banks of the River Du Loup.	Metgermette (river)	11
						Portage "	5
						Marlow (post-office)	1
Boundary Line	9						

I have the honor to be

Your obedient servant,

F. T. JUDAH,

Clerk, Crown Lomain, &c.

The Honorable

The Commissioner of Crown Lands,
&c., &c., &c.,
Quebec.

APPENDIX No. 26.

MINERAL LANDS.

DEPARTMENT OF CROWN LANDS,

Quebec, 3rd March, 1864.

REGULATIONS for the sale of Mineral Lands, approved by HIS EXCELLENCY THE GOVERNOR GENERAL in Council :

1. That the tracts shall comprise not more than four hundred acres
2. That the dimensions of the tracts in unsurveyed territory be forty chains in front by one hundred chains in depth, and bounded by lines running due North and South, and East and West, or as near to these dimensions as the configuration of the locality will admit.
3. The applicant for a tract in unsurveyed territory must furnish a plan and description thereof by a Provincial Land Surveyor.
4. The price shall be one dollar an acre, payable on the sale.
5. That a tax or duty of one dollar per ton be charged on all ores extracted from the tract, payable on removal from the mine.

This condition applies to all Mining lands sold since the 1st day of April, 1862, and is in lieu of the Royalty of two and a half per cent. chargeable on the ores from these lands.

6. That in surveyed townships, lots presenting indications of minerals be sold on the above conditions, but at not less than one dollar per acre in any township, and at the same price as the other lands in the township when it is more than one dollar per acre.
7. That not more than one tract of four hundred acres be sold to one person.
8. The above regulations do not apply to mines of Gold and Silver.
9. All previous regulations inconsistent with the above are cancelled.

WILLIAM MCDUGALL,
Commissioner.

➤ All locations of Mineral Lands on the North Shores of Lakes Huron and Superior, and on the adjacent islands, which, on the 15th March, 1861, were liable to forfeiture for non-performance of conditions of sale and location, and which have remained liable to forfeiture to the present time, are forfeited.

The locatees, and their assignees, provided the assignments were made before the date hereof, are allowed to apply the payments they may have made on any location, over and above the deposit, or first instalment, towards the purchase of the same, or any other location which shall be open for sale at the date of their application to have the same so applied; but such application shall be regarded as a new purchase, subject to existing regulations, and must be filed in the Department of Crown Lands on or before the *first* day of *November*, A.D. 1864.

APPENDIX No. 27.

REPORT OF THE DEPUTY SUPERINTENDENT OF INDIAN AFFAIRS.

INDIAN DEPARTMENT,
Quebec, 14th January, 1865.

SIR,—I have the honor now to submit a brief report concerning the affairs of this Department, for the period (in order to harmonize with the altered Financial year), embraced between the 1st January, and 30th June, 1864.

The statistical information in tabular form, contained in the accompanying returns, has been compiled upon the same principle as was adopted in the preparation of those for the year 1863.

It will be observed, with some satisfaction by many, in addition to those who profess to take a deep interest in the Indian race, that the introduction of civilization among them, so far from threatening their gradual extinction as a people, is producing results of an opposite description. This is assignable to various causes, one of the most perceptible of which, is the increased comforts, tending to a more general exemption from sickness and disease, which are secured to them by their location upon farms, where, in substantial habitations, and with diet in sufficient quantity, and usually of good quality, they escape from the privations incident to their condition, when attempting to live mainly by the chase after the incursions of civilization had impaired the value of their hunting-grounds.

Another reason assignable for an increase, instead of diminution in their numbers, is the provision made for medical attendance upon them, and thus avoiding the sacrifice of life consequent upon contagious and other diseases, induced by the proximity of their abode to the white settlements.

It will be observed on reference to the tabular statement L, appended to this Report, that upon weighing the aggregate of decrease against that of increase, the latter greatly preponderates. I have no hesitation, however, in saying, that the apparent increase which this comparison exhibits, is to be relied on to a limited extent only. Among the tribes and bands, where the census returns have for some time past been annually or semi-annually, according as facilities for it exist, systematically filled up and sent in, there is, with

one or two exceptions, a marked improvement in numbers. And the doubt as to the reliability of the returns, relates to those bands where the difference between those recently obtained and those on previous occasions is so extraordinary, as to convey the impression that the former returns must have been very imperfect.

Another subject of very considerable interest is the education of the Indian people. To this subject the Department is continually giving its attention. One of the new schools brought into existence during the past year is that established for the benefit of the Micmacs, settled in the Township of Maria, to the southward of the Restigouche. The new school is under the supervision of Ralph Dimock, Esq., the superintendent of Public Schools in the adjacent settlements. Upon the Restigouche, at Mission Point, is another school attended by the children of Micmac Indians, and likewise assisted from funds managed by this Department. It is believed to be very efficiently conducted, under the supervision of the Rev. Mr. Saucier.

In Western Canada, among the Indian schools lately established, is a second school among the Mississaguas of the New Credit Settlement, and another at Little Current on the Great Manitoulin Island conducted by Mr. Burkitt, and supported by one of the Church Societies, unaided by Indian funds. Upon the Grand River, the New England Society which has done so much in the cause of education among the Six Nation Indians, has extended its Institution, established in the vicinity of Brantford.

RECEIPTS AND EXPENDITURE.

The receipts from Land and Timber during the first six months of the year 1864, differ in no very considerable degree from the average of the former year. And there having been no augmented demand for lands, leads to the conclusion that the country has not yet entirely recovered from the effects of the extraordinary purchases made altogether in excess of the actual requirements for settlement, in the years especially of 1856-57 and '58. And the large amounts of overdue instalments, upon sales then made, come but slowly in, altho' circulars have been addressed to the defaulters. It may become imperative to cancel such sales with respect to which the unpaid instalments have been sometime overdue, as the non receipt of the capital, the realization of which in prospects induced the Indians to surrender their lands for sale, occasions them to complain that their interest money, divisible semi-annually, does not increase to the degree they were led to anticipate. The proportion of money arising from Timber, received during the first six months of the past year, was \$4699 87. Accordingly the payments upon land—when separately computed,—were not so considerable, taking into account the amounts actually due as might have been expected.

The expenditure under the ordinary heads, differs in no essential degree, from that for the year 1863.

In the statement of special payments, &c., included in Schedule C, the item of Surveys is unusually large, owing to the cost of Surveys carried on upon the Great Manitoulin Island. But as shewn in statement marked H, the surveyed Indian lands unsold, now amount to 549,362 acres, being as compared with the statement for 1863, similarly marked an increase of 118,253 acres. Another special payment is the 2nd moiety of \$625 towards the North Saugeen Peninsula Road.

The condition of the account between the Government and the Indian Department is indicated in statements E. and F., shewing as taken from the books of this Department a

sum on the 30th June, 1864, of \$1,562,324.40 at interest, against the sum of \$1,530,288.40 on the 31st December, 1863.

Since the publication of the last Report, the Province has relieved the Imperial Government of the duty of supplying a limited number of aged and needy Indian men and women with the annual donation of a blanket for each such person. The blankets were purchased by this Department, and were issued as usual in the autumn so that in consequence of the present accounts being brought to the 30th June, 1864 only; no particulars thereof, will appear on this occasion.

The Home Government continues to pay the pensions to Messrs. Chesley, Anderson and others, amounting for the half-year to £425 ls. 7d. sterling, out of Imperial funds, and likewise to issue through the Commissariat Department, a ration allowance commuted by a money payment, to certain Lower Canada Indians, amounting for the half-year to 30th June last to \$106.82. With the exception of the retention of these two obligations, it may be considered that the connection of the British Government with the Indians of Canada, has been relinquished. And that upon the Province has devolved the duty of promoting the well-being of those people, and advancing their condition, by every practical means.

The officers of the Department, and myself among the number, in Official visits to the Indian settlements, inculcate a greater attention to Agriculture. The occupation to which circumstanced as they are, (with sufficient Reserves including, especially in Western Canada, lands adapted to tillage, set apart for their benefit) they might with very great advantage, if resolved to be industrious, profitably apply themselves. I find, however, that there a bad system prevails, permitted in times past to grow into existence, which must be uprooted before I can hope for the desired success. We have seen among the white population people too lazy to work their farms themselves, and when they did farm their lands themselves, cultivate them so unskillfully as often to have but half-crops. The naturally indolent character of too many men of Indian blood disposes them to accept offers to farm on shares, which fostering their disinclination for constant labor admits of their subsisting, although miserably, while leading a life of idleness. This engenders habits opposed to temperate and virtuous living, and conduces to that demoralization in a greater or less degree which the absence of occupation occasions to people of whatsoever race and blood they may be. To effect improvement we must then break up the noxious system out of which so much evil grows. No true civilization can prevail apart from labor, either physical or mental, and with the former must come at least of the latter be combined, in order that with labor, skill may go hand in hand. And, as regards our present subject, that Agriculture may be practised as a science, it is important that the Indian people shall be educated for it, that it be encouraged in every possible way, and that the policy to be pursued be such as to dissuade the Indians from its neglect. The Act 13th and 14th Victoria, chap. 74, by section 10, prohibits any persons other than Indians or intermarried with Indians from settling upon, or occupying Indian lands. Under this law, the officers of the Department do remove intruders. And, with a view to terminate the enervating and pernicious practice of associating white settlers on the occupancy of their lands, and giving over the cultivation of the farms to them in shares, the law may effectually be invoked. Giving, however, beforehand, due notice to those concerned, that the existing arrangements must be terminated. At a first view, this may be regarded as a harsh proceeding. But when it is considered that the system shuts out the younger members of an Indian family from useful employment, and enforces upon them idleness with its tendency to dissipation, the necessity for insisting upon the abolition of farming on shares, becomes obvious.

In some recent instances, the Department has, when aiding the Indians in Lower Canada, supplied them with implements of husbandry, and with seed grain. And it is hoped that with each succeeding year progress is being made in improving the condition of the Indian people in nearly every section of the Province.

In concluding this Report it will be advisable to draw attention to the expectation, that the sales of Indian lands will, during the current year, very considerably improve. The construction of a road running northerly between the townships of Keppel and

Amabel, up the Saugeen Peninsula, has been aided from Indian funds to the extent of \$1,250, and its extension has been projected. This work will unquestionably afford improved access to the unsold lands; and promote the settlement of those already disposed of. It is to be remarked that the early great sales in the Saugeen Peninsula were made subject to no conditions relative to occupation and improvement, and blocked up by the lands of non residents, as in consequence of those unconditional sales, the Townships comprising the Peninsula have been, and the demand being no longer on speculation; but for settlements, recent sales could not be otherwise than limited in amount. The Department, in justice to those who, for the most part, of late desired to purchase for actual settlement, has declined to allow any sales excepting upon that condition. And it is believed that this policy, is consistent with the true interests of the Indians, as well as of the Province, and will ensure ultimately a sale at a fair price of every lot susceptible of cultivation.

All which is respectfully submitted,

W. SPRAGGE,
D. S. I. A.

A.

RETURN of Officers and Employees of the Indian Department, for the half-year ending 30th June, 1864.

Designation.	Name.	Salary per annum.	When appointed.	By whom appointed.	Date of first appointment to Provincial Service.	Remarks.
Superintendent General...	Hon. Wm. McDougall.....	Nil.....	24th May, 1862.....	Governor General.....		
do	Hon. Alexander Campbell.....	Nil.....	30th March, 1864.....	do		
Deputy Superintendent.....	William Spragge.....	\$2000 00	17th March, 1862....	Governor in Council.....	Appointed to Surveyor General's Dep., 1st Jan., 1829.	
Chief Clerk.....	Michael Turrior.....	\$1400 00	1st April, 1851.....	Governor General, and O. C., 17th March, 1862....	Appointed to Governor's Secretary's Office, 14th Oct., '42	
Accountant.....	Charles T. Walcott.....	\$1400 00	1st Dec., 1859.....	Governor General, and O. C., 17th March, 1862....	Appointed to Crown Lands Department, Oct., 1854.	
Corresponding Clerk.....	Lawrence Vankoughnet...	\$750 00	13th Feb., 1861.....	Governor General, and O. C., 17th March, 1862....		
Temporary Clerk.....	J. P. M. Leclerc.....	\$2 per diem.....	10th April, 1862.....	Superintendent General....		
Messenger.....	Robert Jessop.....	\$240 00	1st Oct., 1859.....	Superintendent General....		
Housekeeper.....	Ellen Jessop.....	\$10 per mensem.....	1st May, 1862.....	Superintendent General....		

Wm. SPRAGGE,
D. S. I. A.C. T. WALCOTT,
Acc. Indian Affairs.INDIAN DEPARTMENT,
Quebec, 14th Jan., 1865.

B.

SCHEDULE of Salaries paid and allowances and payments made to Individuals of
at the Outposts

Local Superintendency or Division.	Names of Recipients of Payments.	Nature of Office or Service.	Amount paid.	For what period paid.
Western Superintend'cy.	Frøome Talford	Visiting Superintendent and Commissioner.	\$ 700 00	1st Oct., 1863, to 31st March, 1864.
do	Rev. R. Flood.....	Missionary	200 00	do
do	Rev. A. Jamieson.....	do	200 00	do
do	Charlotte Adams.....	School Teacher.....	125 00	do
do	Henry Bourne.....	do	25 00	do
do	A. W. Cathcart.....	do	25 00	1st Jan., 1864, to 31st March, 1864.
do	D. J. Croghan.....	do	100 00	1st Oct., 1863, to 31st March, 1864.
do	Thomas King	do	100 00	do
do	Dr. W. Lambert.....	Medical Attendant.....	40 00	do
do	D. B. Wawanosh.....	Chief and Interpreter.....	200 00	do
do	Joshua Wawanosh.....	Chief	125 00	do
do	Peter Salt.....	do	50 00	do
do	John Henry	Interpreter.....	50 00	do
Central and Eastern Su- perintendency of U- Canada.	W. R. Bartlett.....	Visiting Superintendent and Commissioner.	700 00	1st Oct., 1863, to 31st March, 1864.
do	Alfred McDougall	Clerk	122 50	8th Oct., to 3rd Dec., 1863.....
do	Horace McDougall.....	do	65 57	22nd Feb., to 9th April, 1864.....
do	Thomas Dalton.....	do	117 50	11th April, to 3rd June, 1864.....
do	Rev. G. A. Anderson.....	Missionary.....	230 77	1st Oct., 1863, to 31st March, 1864.
do	William Law.....	School Teacher.....	25 00	do
do	Rev. Robt. Brooking	do	25 00	do
do	Glenholm Garrett.....	do	100 00	do
do	Simpson Bigsail.....	Chief	12 50	do
do	Widow of Wm. Yellow- head.....	do	14 15	1st Oct., 1863, to 12th Jan., 1864...
do	Thos. Naningishkung.....	do	12 50	1st Oct., 1863, to 31st March, 1864.
do	George Young.....	do	12 50	do
do	John Aissance.....	do	25 00	do
do	James Aissance.....	do	25 00	do
do	George Pandaush.....	do	50 00	do
do	Widow of John Crow.....	do	4 20	1st Oct., to 2nd Dec., 1863.....
do	Joseph Whetung.....	do	12 50	1st Oct., 1863, to 31st March, 1864.
do	John Johnson.....	do	25 00	do
do	John Sunday.....	do	56 00	do
do	John Simpson.....	do	12 00	do
do	John Kadabegwon.....	do	50 00	do
do	Henry H. Madwayosh.....	do	50 00	do
do	Peter J. Kegeponce	do	50 00	do
do	Joseph Jones	do	37 50	do
do	Geo. A. Tobegwon	do	25 00	do
do	Joseph Skunk	Councillor	6 00	do
do	Thomas Fraser.....	do	6 00	do
do	James Indian.....	do	6 00	do
do	Dr. James McCrac.....	Surgeon.....	50 00	do
do	John Sunday, jr.....	Secretary.....	7 50	do
do	Mezang G. Pandansh.....	Writer.....	7 50	do

the Indian Department, during the Half-year ending 30th June, 1864—for services
and Stations.

Out of what Fund paid.	Authorities for Appointment.	Date of Appointment.	Remarks.
Indian Land Management of Fund.	Governor General...	1st Jan., 1855.	Stationed at Sarnia.
do	do	15th Dec., 1834.	Stationed at Carradoc.
do	do	5th June, 1845.	Stationed at Walpole Island.
Chippewas of Sarnia	Nominated by the band and approved by the Department.		
Chippewas of Walpole.....	do		In place of Henry Bourne.
do	do		
Moravians of the Thames..	do		
Wyandotts of Anderdon ...	do		
do	do		
Chippewas of Sarnia.....	do		
do	do		
do	do		Dead. Paid to widow.
Chippewas of the Thames..	do		
Indian Land Management of Fund.	Governor General...	1st July, 1858.	Stationed at Toronto.
do	Superin't General...		Resigned.
do	do		Resigned.
do	do		Resigned.
Mohawks of Bay of Quinté	Governor General...		
Chippewas of Lakes Huron and Simcoe.	Nominated by the band and approved by the Department.		
do	do		
Mohawks of Bay of Quinté	do		
Chippewas of Lakes Huron and Simcoe.	do		Chief, died 12th January, 1864.
do	do		
do	do		
do	do		
do	do		
Mississaguas of Rice and Mud Lakes.	do		Chief, died 2nd December, 1863.
do	do		
do	do		
Mississaguas of Skugog ...	do		
Mississaguas of Alnwick...	do		
do	do		
Chippewas of Saugeen.....	do		
do	do		
Chippewas of Nawash.....	do		
do	do		
do	do		
Mississaguas of Alnwick...	do		
do	do		
do	do		
do	do		
Mississaguas of Rice and Mud Lakes.	do		

B.—SCHEDULE of Salaries paid and allowances and payments made to Individuals

Local Superintendency or Division.	Names of Recipients of Payments.	Nature of Office of Service.	Amount paid.	For what period paid.
Central and Eastern Superintendency of U. Canada.	Rev. Alan Salt	Writer and Interpreter.....	12 50	1st Oct., 1863, to 31st March, 1864.
do	J. B. Naningishkung.....	Interpreter	12 50	do
do	Moses B. Madwayosh	do	50 00	do
do	Joseph Jones.....	do	50 00	do
do	Robert Pandaush	Messenger	5 00	do
do	Jacob Jacobs.....	do	5 00	do
Grand River Superintendency.	Jasper T. Gilkison.....	Visiting Superintendent and Commissioner.	700 00	do
do	Henry Andrews	Clerk	400 00	do
do	Alfred Digby, M.D.	Medical Attendant.....	380 00	do
do	R. H. Dee, M.D.	do	500 00	do
do	H. Whicher, M.D.	do	140 00	do
do	David Sawyer.....	Chief and Agent.....	100 00	do
do	George King.....	Interpreter	25 00	do
do	G. H. M. Johnson.....	do	200 00	do
do	James McLean.....	Forest Warden	25 00	1st Jan., to 31st March, 1864.....
do	James Cheekhoc.....	Messenger	25 00	1st Oct., 1863, to 31st March, 1864.
Northern Superintendency.	Charles T. Dupont.....	Visiting Superintendent and Commissioner.	500 00	do
do	McGregor Ironside.....	Clerk and Interpreter.....	366 00	do
do	David Layton, M.D.	Surgeon	365 00	do
do	Joseph Jennessaux.....	School Master.....	121 68	do
Lower Canada.....	Rev. F. Boucher.....	R. C. Missionary	112 98	do
do	Rev. F. X. Marcoux.....	do	101 66	do
do	Rev. Jos. Maurault	do	112 98	do

C. H. WALCOT,
Acc., Indian Affairs.

INDIAN DEPARTMENT,
Quebec, 14th January, 1865.

of the Indian Department, during the Half-year ending 30th June, 1864.—Contin'd.

Out of what Fund paid.	Authorities for Appointment.	Dates of Appointment.	Remarks.
Chippewas of Lakes Huron and Simcoe.	Nominated by the band and approved by the Department.		
do	do		
Chippewas of Saugeen.....	do		
do	do		
Mississaguas of Rice and Mud Lakes.	do		
do	do		
Six Nations of the Grand River.	Superin't General...	1st May, 1862.	Stationed at Bradford.
do	Governor General...	1st Jan., 1855.	do do
do	do		
do	do		
do	do		
Mississaguas of the Credit.	do		
do	do		
Six Nations of the Grand River.	do		
do	do		
Mississaguas of the Credit.	do		
Indian Land Management Fund.	Superin't General...	4th Sept., 1863.	Stationed at Manitowaning, Manitoulin Island.
do	do	5th Aug., 1863.	do do
do	Governor General...	22nd Oct., 1849.	do do
do	do	25th Oct., 1850.	
Lower Canada Indian Fund.	do	" 1844	Resident at Indian Lorette.
do	do	" 1832.	do St. Regis.
do	do	" 1847.	do St. Francis.

WM. SPRAGGE,
D. S. I. A.

C.

STATEMENT of Special Payments, Contingent and Incidental Expenditure by the Indian Department, during the half-year ending 30th June, 1864, out of Upper Canada Indian Funds.

Station, Superintendency or Division.	Character of Disbursements.	Amount paid.	Out of what fund payable.	Remarks.
Head Quarters	Stationery, books, binding, printing, &c.....	\$ 225 95	Indian Land Management Fund.	
do	Office disbursements	193 45	do	
do	Salary of Solicitor	200 00	do	
do	Relief to a sick Indian woman	36 00	do	
do	Advertising	67 96	do	
do	Surveys, Manitoulin Island.....	5300 00	do	To be refunded by the Manitoulin Indians when lands are sold.
do	Postage.....	3 02	do	
do	Travelling expenses of Mr. S. Colquhoun visiting lands in Dundee, &c.....	27 00	do	
do	Travelling expenses of Mr. F. J. Chesley visiting lands in Dundee, &c.....	59 25	do	
do	Froome Talfour's office disbursements.....	51 61	do	Disbursements for 1863, but not paid until 1864.
Western Superintendency	Postage.....	1 20	Chippawas of Saruia	
do	Distribution.....	2067 17	do	
do	Allowance to chapel steward and messenger	35 00	do	
do	Percentage on timber receipts.....	65 09	do	
do	Registrar's fees.....	3 10	do	
do	Freight of blankets	1 14	do	
do	Supplies	34 82	do	
do	Medicines and attendance	43 40	do	
do	Coffins.....	8 00	do	
do	Stationery	3 83	do	
do	Melodicon.....	90 00	do	
do	Postage.....	1 55	Chippawas of Walpole	
do	Telegrams	1 82	do	
do	Distribution.....	677 36	do	
do	Postage.....	6 45	Chippawas of the Thames.	
do	Lumber.....	100 00	do	
do	Distribution.....	1071 90	do	
do	Percentage on timber receipts.....	220 57	do	
do	Log-house for Chief Yanbauso	80 00	do	

do	Expenses in distribution of timber money	3 50	Munsees of the Thames	
do	Postage	9 02	Moravians of the Thames.	
do	Distribution.....	1350 51	do	
do	Froome Talfour's contingencies	11 50	do	
do	Refund.....	10 70	do	
do	Improvements.....	119 00	do	
do	Advertising	44 05	Wyandotts of Anderton	
do	Postage	5 05	do	
do	Telegrams, &c.....	7 40	do	
do	Distribution.....	988 33	do	
do	Percentage on timber receipts.....	117 57	do	
do	Travelling expenses	8 50	do	
Central and Eastern Superintendency of Upper Canada	W. R. Bartlett's contingent expenses.	128 05	Ind. Land Manag. Fund.	
do	Assistance in office to Mr. Bartlett.....	117 50	do	
do	Percentage.....	171 75	Mohawks of Bay of Quinte.	Paid to F. McAnnam for lands sold and monies received by him.
do	Insurance.....	39 40	do	
do	Distribution.....	1851 73	do	
do	Survey	129 30	Chippawas of Lakes Huron and Simcoe	
do	Distribution.....	2529 55	do	
do	Medical services.....	50 00	Mississaguas of Rice and Mud Lakes.....	
do	Distribution.....	1054 90	do	
do	do	244 61	Mississaguas of Skugog	
do	do	1945 40	Mississaguas of Aluwick	
do	Advertising	1 70	Chippawas of Sauguen	
do	Grant for road	312 50	do	
do	Distribution.....	3131 34	do	
do	Travelling expenses.....	24 75	do	
do	Advertising	1 70	Chippawas of Nawash	
do	Grant for road	312 50	do	
do	Distribution.....	3373 64	do	
do	Improvements.....	85 00	do	
do	Travelling expenses	24 75	do	
Grand River Superintendency	J. T. Gilkison's contingencies	150 65	Six Nations of the Grand River	
do	Chief's board-bills attending councils	500 76	do	
do	Piro losses.....	150 00	do	
do	Advertising	64 19	do	
do	Pensioners.....	175 00	do	
do	Surveys	93 00	do	
do	Distribution	17507 29	do	
do	Maintenance of a lunatic	62 00	do	
do	Travelling expenses.....	178 03	do	
do	School-house.....	491 16	Mississaguas of the Credit.	
do	Distribution.....	2054 94	do	

C.—STATEMENT of Special Payments, Contingent and Incidental Expenditure by the Indian Department, &c.—Continued.

Station, Superintendency, or Division.	Character of Disbursements.	Amount paid.	Out of what Fund payable.	Remarks.
Northern Superintendency do do	Repairs to Superintendent's and Medical Officer's quarters. Distribution Oxen and seed	\$ cts. 400 00 203 20 100 00	Ind. Land Manag. Fund... Ojibewas of Lake Huron... Ojibewas of Garden River..	Shawanega band.
Crowsaw Superintendency do	Distribution do	920 88 283 00	Troquois of St. Régis..... do	do
Lower Canada Division, Jno. White, Agent	Distribution	165 56	River Desert Indians.....	
Lower Canada Division	Interest on commutation	17 50	Durham Indians.....	

C. T. WALCOT,
Acc. Indian Affairs.

INDIAN DEPARTMENT,
Quebec, 14th January, 1865.

WM. SPRAGGE,
D. S. I. A.

D.

STATEMENT of Sums paid out of the Lower Canada Indian Fund during the half-year ending 30th June, 1864.

Station, Superintendency, or Division.	Character of Disbursement.	Amount paid.	Out of what Fund payable,	To whom Paid.
		\$ cts.		
Lower Canada.....	Roman Catholic Mis- sions	100 00	L. C. Indian Fund.....	Montagnais Indians.
do	Travelling Expenses...	101 18	do	Sundry Tribes.
do	Agriculture, Promotion of.....	150 00	do	Micmacs of Maria.
do	Agriculture, Promotion of.....	200 00	do	Micmacs of Restigouche
do	School	100 00	do	do
do	Relief	400 00	do	Montagnais Indians of Upper Saguenay.
do	do	50 00	do	Family of late Huron Chief, Vincent.
do	Travelling Expenses...	64 27	do	Ed. N. DeLorimier, visit- ing sundry Tribes.
do	do	9 00	do	J. N. Verge, visit'g Mic- macs of Restigouche.
do	Seed-Grain, &c.....	150 00	do	Abenakis of Becancour.
do	Distribution	300 00	do	Betsimits Indians.
do	Vaccination	35 00	do	Abenakis of St. Francis.
do	Sundry Roman Catho- lic Missionaries.....	327 62	do	Rev. F. Boucher at Lo- rette; Rev. F. Mar- coux at St. Regis; Rev. J. Maurault at St. Francis.
		\$1,987 07		

INDIAN DEPARTMENT,
Quebec, 14th January, 1865.

C. W. WALCOT,
Acct., Ind. Aff.

WM. SPRAGGE,
D. S. I. A.

E.

STATEMENT of the Receipts and Expenditure Account of the several Indian Tribes and Funds during the half-year ended 30th June, 1864. Shewing also balances at the commencement and close of the half-year.

TRIBE OR FUND.	RECEIPTS.		Disbursements.	CREDIT BALANCES.		REMARKS.	
	Land and Timber, &c., &c.	Interest on Investments		Annuities and Grants.	1st January, 1864		30th June, 1864
	\$ cts.	\$ cts.		\$ cts.	\$ cts.		\$ cts.
General Fund. Provisional Account.....	150 00		98 00	448 00	140 00	There was a transfer during the half-year of \$300 to the Batchewana Indians account. 1st Jan., '61. Dr. bal. \$1.09—30th June, '61 Dr. bal. \$4.00.	
Accountable Warrant							
Alberty Anthony		15 06	39 48	606 48	582 06		
Chippewas of the Thames	1259 50	511 77	1651 87	18803 80	18276 67	There was a transfer during the half-year of \$1843 53 to the Munsees of the Thames.	
Mohawks of the Bay of Quinté.....	1188 98	1477 57	2512 54	50956 35	52010 36	A sum of \$1843 53 was transferred during the half-year from the Chippewas of the Thames.	
Munsees of the Thames		17 71	3 50		1857 74	A sum of \$360 was transferred during the half-year from the General Fund Provisional account.	
Batchewana Indians.....	435 50	4 50	47 30		752 70		
Indian Land Management Fund.....	112 85	4942 89	7001 35	183952 82	191947 21		
Chippewas of Saruin.....	1050 15	1317 06	2962 46	44338 44	45243 19		
Chippewas of Lake Huron.....			303 20	101 50			
Six Nations of the Grand River.....	12999 91	21982 10	22664 67	750484 54	702801 88	30th June, '61, \$201.70 Dr. balance.	
J. B. Clench.....		7 68		614 40	622 08		
Mississaugas of Rice and Mud Lakes.....			1189 10		44 13	1st Jan., '61 \$50.82 Dr. balance.	
Chief Tetomomis of Gros Cap.....		27 52		928 20	955 72		
Lake of Two Mountains Indians.....		11 79		405 54	417 33		
River Desert Indians.....		164 51		5995 88	6245 26		
Abonakis of St. Francis.....		0 47	193 38		17 31		
Industrial School Fund.....		1033 82	233 85	37169 22	37969 19		
Chippewas of Walpole.....		84 66	730 53	3062 57	3116 70		
Chippewas of Saugceet.....	4473 45	3648 44	4357 46	172236 17	88600 91	There was a transfer during the half-year of \$89,889.66 to the Chippewas of Nawash	

Lake Huron Indians on Mississauga River.....		2 20		88 09	90 29	
Lake St. John Indians.....		15 14		606 26	621 40	
Chippewas of Rama.....		0 68		54 00	54 68	
Wyandots of Arderdon.....	2849 79	804 35	1561 73	30462 58	32554 99	
Moravians of the Thames.....	6035 21	1211 88	2210 24	46500 71	50897 56	
Lower Canada Indians.....		813 12	1922 80	32459 69	35350 61	
Chippewas of Nawash.....	2252 68	1502 23	3943 56	11395 02	101096 08	There was a transfer during the half-year of \$89,889.66 from the Chippewas of Nawash to this band upon a division of the funds taking place.
Chippewas of Lakes Huron and Simcoe.....	302 45	605 05	2865 74	20407 59	20939 35	
Mississaugas of Alawick.....	108 00	640 72	2991 50	21417 83	21358 05	
Iroquois of St. Regis.....	423 00	901 08	1217 88	30037 62	30143 82	
Iroquois of Caughnawaga.....		33 82		1153 36	1187 18	
Mississaugas of Skugog.....		48 51	269 61	1934 59	1909 44	
Durham Indians.....		13 63	17 50	490 88	487 01	
Mississaugas of the Credit.....	80 06	1894 56	2854 10	64044 34	64179 86	
	33997 78	43734 57	63006 35	1530343 31	1502530 19	Receipts 43734 57 33997 78 17310 00 \$95042 35

\$1,530,343 31

Deduct, Dr. Balance at commencement of year. \$4 09

50 82

54 91

Amount at debit of Government 1st Jan., 1864, as per Department Books and Account Current herewith

\$1,530,288 40

\$1,562,530 19

\$206 79

\$4 09

201 70

Amount at debit of Government, 30th June, 1864, as per Department Books and Account Current herewith.....

\$1,562,324 40

C. T. WATCOT,
Acc. Indian Affairs.

WM. SPRAGGE,
D. S. I. A.

INDIAN DEPARTMENT,
Quebec, 14th January, 1865.

H.

STATEMENT shewing the quantity of Surveyed Surrendered Indian Lands remaining unsold, with their computed average value.

Townships.	Where situated.	Estimated No. of Acres.	Average value per acre.
Amabel	Saugeen Peninsula.....	8,940	\$ 25 c.
Keppel	do	19,920½	2 50
Albemarle	do	28,031	2 50
Sarawak	do	384½	2 50
Half-mile Strip	do	600	2 50
Indian Reserve, Cape Croker.....	do	15,586	1 00
Eastnor	do	57,099	1 00
Lindsay	do	69,084	1 00
St. Edmund	do	66,720	1 00
Macdonald	Lake Huron, North Shore.....	19,104	0 50
Aweres	do do	21,544	0 50
Fenwick	do do	17,330	0 50
Kars	do do	11,233	0 50
Pennefather	do do	18,278	0 50
Dennis	do do	3,537	0 50
Neebing	Lake Superior.....	20,660	0 50
Pai-Poonge.....	do	43,846	0 50
Tyendenaga	Bay of Quinte.....	7,250	4 25
Orford	County of Kent.....	215	68
Thorah Island	Lake Simcoe	1,001	} May be computed at 4s. per acre.
Bidwell	Manitoulin Island, Lake Huron	26,734	
Howland	do do	29,968	
Sheguiandah	do do	29,350	
Billings	do do	17,996	
Assiakinack	do do	14,901	
		549,362	

WM. SPRAGGE,
D. S. I. A.

C. T. WALCOT,
Acc. Indian Affairs.

INDIAN DEPARTMENT,
Quebec, January 14, 1865.

I.

MEMORANDUM relative to Blankets furnished to Aged and Infirm Indians.

No issue can appear in this return, as the delivery of blankets to the Indians takes place during the autumn of each year. The expense of supplying them now devolves, by arrangement with the Imperial Government, upon the Provincial authorities. A sum of \$1100 was included in bill of supply for this year.

WM. SPRAGGE,
D. S. I. A.

C. T. WALCOT,
Acc., Indian Affairs.

INDIAN DEPARTMENT,
Quebec, 14th January, 1865.

J.

STATEMENT of Indian Pensions and Retired Allowances paid by the Imperial Government, for the half-year ending 30th June, 1864.

Name of officer or other person entitled to pension.	Rank, &c.	Amount paid. Sterling.
		£ s. d.
Chesley, S. Y.....	Retired Accountant and Superintendent.....	195 8 3
Anderson, T. G.....	Retired Superintendent.....	110 15 9
O'Meara, Rev. F.....	Retired Chaplain.....	48 12 11
Elliott, Mrs. S.....	Widow of Colonel Elliott.....	37 3 0
Maccomber, G.....	Late Interpreter.....	18 0 0
Necajua, Pierre.....	Wounded Warrior.....	7 10 10
Assickinack, J. B.....	Late Interpreter.....	7 10 10
		425 1 7

Amounting to four hundred and twenty-five pounds, one shilling and seven pence, Sterling.

WM. SPRAGGE,
D. S. I. A.

C. T. WALCOT,
Acc., Indian Affairs.

INDIAN DEPARTMENT,
Quebec, 14th January, 1865.

K.

PROVISION RETURN for the half-year ended 30th June, 1864, for Indians of Lower Canada, in lieu of which a money commutation is received from the Imperial Government, through the Commissariat Department in Canada.

Tribes.	Denominations.	Numbers of		Amount.	
		Persons.	Rations.		
<i>For the quarter ended 31st March, 1864.</i>				\$	cts.
St. Régis	Men. Half rations	1	45½	6	25
Lake of Two Mountains	Women. Half rations	2	91	12	48
St. Francis	Men. Full rations	1	91	}	37 84
do	Women. Half rations	4	182		
<i>For the quarter ended 30th June, 1864.</i>					
Lake of Two Mountains	Women. Half rations	2	91	12	48
St. Francis	Men. Full rations	1	91	}	37 81
do	Women. Half rations	4	182		
				106	82

The St. Régis Indian died at the close of March quarter.

WM. SPRAGGE,
D. S. I. A.

C. T. WALCOT,
Acc. Indian Affairs.

INDIAN DEPARTMENT,
Quebec, 14th January, 1865.

L.

COMPARATIVE STATEMENT of the population of the different Indian Bands throughout Canada, between the years 1863 and 1864.

Name of Tribe or Band.	Population in 1863.	Population in 1864.	Increase.	Decrease.	Remarks.
Iroquois of St. Louis.....	1,352	1,510	158		
do St Régis.....	662	772	110		
Nipissings, Algonquins, and Iroquois of Lake of Two Mountains.....		730			
River Desert Indians.....	245				
Abenakis of St. Francis.....	337				
do of Beaucour.....	51	52	1		
Hurons of Lorette.....	300	317	17		
Amalacites of Viger.....	170				
Micmacs of Restigouche.....	252	262	10		
Montagnais of Point Blue and of Chicoutimi..	200				
Montagnais of the Moisie.....	55	75	20		
Indians at Grand Casapendiac.....	notknown	75			
do River Godbout.....	60				
	(in 1858)	(in 1861)			
Naskapas of Lower St. Lawrence.....	2,500	2,860	360		No census since 1861.
Cneidas of the Thames.....	520	529	71		
Chippewas and Munsees of the Thames.....	558	594	36		
Moravians of the Thames.....	249	255	6		
Wyandotts of Anderdon.....	67	71	4		
Chippewas of Pointe au Pelee.....	48	70	22		
Chippewas and Pottawatamies of Walpole Island.....	700	671		29	
Chippewas, Pottawatamies, and Ottawas of Sarnia.....	497	485		12	
Chippewas of Snake Island.....					} Formerly known as Chippewas of Lakes Huron and Simcoe.
do Rama.....	259	263	4		
do Christian Island.....	178	183	5		
Odabwahs and Podawadamies of Christian Island.....	96	91		5	
Mississaguas of Rice, Mud and Sengog Lakes..	302	284		18	
Mohawks of Bay of Quinté.....	626	631	5		
Mississaguas of Alnwick.....	225	231	6		
Ojibways of Sandy Island	157	162	5		
Chippewas of Saugeen.....	259	258		1	} Commonly called Chippewas of Saugeen and Owen Sound.
do Cape Croker.....	343	341		2	
Christian Island Band on Manitoulin Island...	63	67	4		
Six Nation Indians.....	2,718	2,741	23		} Settled on the Grand River.
Mississaguas of the Credit.....	191	198	7		
Chippewas of Lake Superior.....	1,070	1,242	172		
do Lake Huron.....					} No Census Return since 1858.
Manitoulin Island Indians.....					

WM. SPRAGGE,

D. S. I. A.

INDIAN DEPARTMENT,

Quebec, 14th January, 1865.

M.

STATEMENT of the condition of the various Indian Schools throughout the Province.

Name of Indian Reserve and Band.	Name of the Teacher.	Salary per annum.	From what Funds paid.	No. of Boys.	No. of Girls.	Total No. of Pupils	Remarks.
Moyavats of the Thames.....	David J. Croghan.....	\$ 200 00	Funds of Tribe	28	12	40	
Wyandotts of Anderton.....	Thomas King.....	200 00	do	7	8	15	
Chippewas of Sarnia.....	Charlotto Adams.....	250 00	do	40	20	60	
Chippewas and Potawatomies of Waipole Island.....	Wm. A. Cathcart.....	100 00	do	32	9	41	
Oneidas of the Thames.....	Francis G. H. Wilson.....	160 00	Wesleyan Missionary Society	Not known	30	30	School at the Indian Village.
Chippewas of Saugone.....	H'y S. Jones.....	200 00	do	13	15	28	
do	John Scott.....	225 00	\$200 from Funds of Tribe and \$25 from Society of Friends	21	18	39	School at French Bay.
Chipp's of Saugone Sunday School	Rev. Mr. Cooley, Missry .....	.....	Wesleyan Missionary Society	14	21	35	School at French Bay.
Mississaguas of Lake Seongog	(The school here has been closed for a number of years, there being only 8 or 10 children of an age to go to School.)	.....	New England Society	14	11	25	Partly a day and partly a boarding-school: there is also a small farm worked by the boys.
Mississaguas of Mud Lake.....	Mr. and Mrs. Schofield.....	Not known	.....	26	19	45	6 of these are white children.
Mississaguas of Alnwiok.....	Thomas. E. Madden	200 00	do	Not known	30	30	No Return for 1864.
Mississaguas of Rice Lake.....	John Jacobs.....	200 00	Ch. of England Missionary Society	29	29	58	
Chippewas of Cape Croker	Charlotto Adams.....	.....	.....	Not known	30	30	
Chippewas of Christian Island	Oliver Goldie.....	200 00	\$50 by Indians and \$150 by Wesleyan Missionary Society	Not known	.....	.....	do do
Chippewas of Rama.....	.....	.....	Funds of the Tribe.....	.....	.....	.....	do do
Chippewas of Snake Island	Glenholm Garrett.....	200 00	Funds of Tribe and Wes. Miss. Soc.	Not known	.....	.....	Teacher of the Mission School } On G'd
Molnawits of Bay of Quinte.....	Thomas Connell.....	250 00	Funds of Tribe.....	do	do	.....	Do new school at Townline. } Rivor.
Mississaguas of New Credit	Elijah McDougall.....	250 00	.....	.....	.....	.....
Mississaguas of New Credit .....	.....	.....	.....	.....	.....	.....
Manitoulin Island Indians of Manitoulin Island.....	Jos. Jonnesseaux.....	240 00	Indian Land Management Fund.....	90	69	159	No Report from this school for 1864.
Manitowaning	Rev. J. B. Sims.....	Not known	Ch. of England Missionary Society	Not known	.....	.....
Manitoulin Island Indians of Little Current.....	Rev. Mr. Burkelt.....	do	do	do	do	.....	do do

M.—STATEMENT of the the Condition of the various Indian Schools throughout the Province.—Continued.

Name of Indian Reserve and Band.	Name of the Teacher.	Salary per annum.	From what Funds paid.	No. of Boys.	No. of Girls.	Total No. of Pupils.	Remarks.
Six Nations of the Grand River ..	No. 1—Thos. Griffiths ..	\$ 250 & 1/2	New England Society ..	Not known	known	63	
do do	do Miss Gillan ..	\$72 & board	do do	do do	do do	22	
do do	do do Isaac Barefoot ..	\$200 00	do do	do do	do do	21	
do do	do do Geo. Moses ..	200 00	do do	do do	do do	39	
do do	do do Miss Hartley ..	160 00	do do	do do	do do	69	
do do	do do J. S. Kingston ..	200 00	do do	do do	do do	16	
do do	do do Mrs. Heaver ..	160 00	do do	do do	do do	32	
do do	do do Miss Martin ..	160 00	do do	do do	do do		
do do	do do Not known ..	Not known	Wesleyan Missionary Society ..	do do	do do		
Micmacs of Restigouche ..	Joseph Dorais ..	200 00	L. C. Indian Parliam. Grant, Dept. of Education, and subscription ..	33	31	64	
Micmacs of Maria ..	Ed. Bacon ..	220 00	\$200 L. C. Indian Parliam. Grant and \$20 School Commissioners ..	12	9	21	

WM. SPRAGGE,
F. D. S. I. A.

INDIAN DEPARTMENT,
Quebec, 14th January, 1865.

EXTRACT FROM CORRESPONDENCE RELATING TO SCHOOLS AMONG THE INDIANS:
THEIR CONDITION AND PROSPECTS, ETC.

Statement received from Superintendent Bartlett, with letter of 11th Jan., 1865.

SAUGEEN.

There are two Indian Schools here. One in the village kept by Henry S. Jones, an educated Indian, since the 1st of October last. His salary of \$200 a year is paid by the Wesleyan Society.

The average daily attendance has been 10 out of 27, 11 of these children have been away with their parents hunting.

13 boys, of whom 4 read 1st, 2nd, and 3rd books. 9 spell.

15 girls, of whom 4 read 1st, 2nd, and 3rd books. 10 spell.

4 boys and 4 girls write and study arithmetic. 1 geography and maps.

The second school is taught at French Bay, 5 miles from the Indian village school, where there is a large settlement of Indians living on their respective farm lots.

This school is taught by Mr. John Scott, a white man, who was appointed by the Wesleyan Society, but whose salary is paid from Indian Funds at the rate of \$200 a year. On the strength of this sum being voted by the Indians, the above society duplicate that amount for the salary of Henry Jones, the teacher of the other school. The Society of Friends also contribute \$25 a year to this school.

I had a personal interview and conversation with Mr. Scott in regard to this school. He is well fitted for his duty, and takes great interest in the Indian children.

I must certainly say, from personal observation, as far as the Indian schools in this superintendency are concerned, that the Wesleyan Society use great caution in the choice and appointments of the Teachers for Indian schools.—good moral character combined with proper qualifications, being specially regarded. The return for this school is number of pupils on roll: boys 21, girls 18. Total 39.

Average weekly attendance,	70
“ daily “	14
Total in 7 months,	1986
Number spelling (cannot read).	15
“ in reading.....	17
“ arithmetic.	13
“ geography.....	7
“ writing	13

The missionary at this station, the Revd. Mr. Cooley, states that their Society has a Sabbath School which has given great satisfaction the past year.

The following are its statistics:—

No. on the roll: 14 boys, 21 girls,.....	35
Average attendance	20
No. in Bible Class	12
Library, No. of Volumes.....	150
Sunday School Advocates (newspaper) taken	12

I regret to say from Mr. Cooley's Report that mortality in this band seems to be on the increase. He has buried 4 in 3 weeks.

CAPE CROKER.

The school at this station is taught by John Jacobs, an Indian, and brother of the late Revd. Peter Jacobs, Church of England Missionary at Manitoulin Island.

Mr. Jacobs salary is \$200 a year paid by the Church of England Missionary Society.

No. of children in attendance 20 to 30.

Read and spell in 1st book, 10; 2nd book, 10; 3rd book, 2.

Number that write, 10.

Most of them cipher in the four first rules of arithmetic.

The Indians expressed to me their entire satisfaction with the progress the children had made under Mr. Jacobs, who says in a letter to me, most of the children began from the alphabet, and that for the 18 months he has taught them he has seen a great improvement.

After each lesson they read he explains the meaning to them in Indian, and asks them questions in both languages. They can now understand and speak a good many words in English.

CHRISTIAN ISLAND.

The teacher to the Indian School on this Island is a white woman—Miss Charlotte Adams, who is appointed by the Wesleyan Society. Her salary of \$100 a year is paid from Indian funds, and it is intended to add another \$100 by the Society.

Miss Adams has been a good deal amongst the Indians, and knows a little of the language; she is well adapted and well qualified for a teacher, and a better selection for the Indian children could not have been made.

No. of pupils on register, boys, 29; girls, 29. Total, 58.

No. of pupils now in attendance, boys, 15; girls, 15. Total, 30.

Average attendance, boys, $7\frac{1}{2}$; girls, 6. Total, $13\frac{1}{2}$.

Lowest average monthly attendance is $11\frac{1}{2}$.

Highest " " $16\frac{1}{2}$.

Books used are National Series.

No. in Alphabet, 14.

No. in 1st book, 21; 2nd book, 16; 3rd book, 8.

Arithmetic is taught simultaneously to the whole school on the black board with illustrations.

Geography, as above from the maps.

All the children write on their slates till they learn the forms of the letters.

SKUGOG ISLAND.

There is no school here, nor has there been any for many years. The band is very small, there being not more than 8 or 10 children of an age to go to school.

MUD LAKE.

The school here is supported by the New England Society.

Teacher, James Schofield for the boys; Mrs. Schofield for the girls.

Boys at school.....	14
Girls ".....	11—25
Average daily attendance.....	18
Number who spell.....	12
" who read.....	20
" study arithmetic.....	12
" geography.....	3
" writing.....	16

A small farm is attached to this school upon which the boys are required to work an hour each day.

ALNWICK.

The only Report received from this school is for the quarter to 30th Sept. 1864, viz

No. of boys, 26; girls, 19. Total, 45.

White children at the school, 6.

The teacher is a very competent young man, son of the Rev. Mr. Madden, the Wesleyan Missionary at this station.

Mr. Thos. E. Madden's salary is \$200 a year paid by the above society. He holds a second class certificate as a Teacher.

EXTRACT from Superintendent Gillkison's letter accompanying his Report on the Grand River Indian Schools.

The number of Schools among the Six Nations are eight, and the Mississaguas have two, or ten in all. The first seven schools are under the superintendence of the Rev. Mr. Nelles, who kindly furnished the information regarding them, and in his letter states:—“Four of the teachers are Indians, who were educated at the Mohawk Institution (school No. 1), where the children are boarded, clothed, and educated, thus securing regular attendance, and consequently the improvement of the children is very satisfactory.

“In addition to the ordinary branches of an English education, the boys are instructed in agriculture, and the girls in sewing, spinning, knitting, &c.

“The other six are Day Schools, at which the attendance of the children is very irregular, and on this account their progress is slow and unsatisfactory.”

The 8th school is under the charge of the Rev. Mr. Germaine, Wesleyan Missionary; and the 9th School under the care of the Rev. Mr. Lawson, of the same Mission. The 10th is a new school, lately established, and has a Board of Trustees from the New Credit Band. Some children from the white settlers, in the Township of Waipole, attend this school, paying the teacher 25 cents each, per week.

A substantial addition has been made to the Mohawk Institute, which now affords accommodation for one hundred children.

The New England Society is thus conferring immense benefits upon the Indian people, who will, no doubt, appreciate them.

It may be observed that the capacity of Indian children for learning is quite as good as that of the whites.

(Signed)

J. T. GILKISON,
Superintendent and Commissioner.

INDIAN OFFICE,

Brantford, 17th January, 1865

EXTRACT from letter of W. Livingston, Indian Commissioner, dated at Delaware, 2nd January, 1865.

“I find, by reliable information furnished by the Rev. Abraham Sickles and William Doxtater, that the present population of the Oneida Band is, in round numbers, six hundred, and they are gradually increasing. As Christians, they are divided into two denominations—Church of England and Methodists. The Rev. R. Flood had the Church people under his care for some years, Mr. Potts having been sent thither under the auspices of the Colonial Church and School Society, as schoolmaster and catechist. Mr. Potts eventually took orders, and was their Missionary till within a few months back, when he was incapacitated by an illness which terminated in his death, about three weeks ago. William Doxtater, a good Indian, has acted, and still acts, as a sort of catechist; but, he tells me, they have had no school since Mr. Potts was ordained, a circumstance his people much regret, as the children of the professing members of the Church are numerous. The Methodists, on the other hand, have an efficient organization under the Rev. A. Sickles, and have also a teacher in their school named Francis G. H. Wilson, whose salary (\$160.00 per annum) is paid by the Wesleyan Missionary Board Fund. The present attendance of children is neither large nor regular. In warmer weather, from 20 to 30 children attend. The branches taught are the common series of school books, with which, however, the school is rather inadequately furnished.”

CORNWALL,
12th December, 1864.

SIR,—I have the honor to acknowledge the receipt of your letter of the 3rd instant, requesting me to forward to the Indian Department a statistical statement of the school at the village of St. Regis.

I have to inform you that the school at St. Regis has been closed for this year past, as

Mr. McDonell, the late teacher, left and was to return soon, but has not done so, for the reason that his salary was kept back by the Board of Education for Lower Canada, to whom the school reports have been sent for the last few years, and not through me to the Indian Department, as formerly had been done.

(Signed)

I have, &c.,

S. COLQUHOUN,
Indian Agent.

William Spragge, Esq.,
D. S. I. A.,
Quebec.

MISSION OF RESTIGOUCHE,
22nd December, 1864.

SIR,—I have the pleasure of answering your letter of the 3rd instant, requesting me to furnish the department with a statistical statement as to the number of males and females attending the school at Restigouche, &c.

The number of children that have attended the school this year is:—Males, 33; females, 31; total, 64.

English and French are the two languages taught in the school. The children are learning the reading, writing, and spelling, by heart, and learning, by heart some pieces of their books, translating, table of multiplication, arithmetic, and geographical map.

The study of the globe would be a great benefit to the children. This study would give them a great knowledge of the different parts of the world, but until now, the school had no means sufficient to get one. These are the several branches taught in the school at Restigouche. The name of the teacher is Joseph Dorais, a young man from the district of Montreal.

His salary is £50 a year. He receives payment from three sources—from the Department of Education, from the Indian Department and from the people of his mission; but the Indians being so poor that I can raise but a few dollars from them.

This is the information which I have the pleasure of transmitting to the department.

(Signed)

P. J. SAUCIER, Ped.

Secretary and Treasurer to School Commissioners.

Wm. Spragge, Esq.,
D. S. I. A.

GENERAL REPORT

OF THE

COMMISSIONER OF PUBLIC WORKS,

FOR THE

HALF-YEAR ENDING JUNE 30, 1864:

FURNISHED

In compliance with the provisions of the 28th chapter of the Consolidated Statutes of Canada, section 24.

Printed by order of the Legislative Assembly.



QUEBEC:

PRINTED BY HUNTER, ROSE & CO., ST. URSULE STREET.
1864.



CONTENTS.

	Page.
INTRODUCTORY REMARKS	5
INLAND NAVIGATION :—General observations	6
Opening of Canals	6
Welland Canal	6
Williamsburg Canal	7
Cornwall “	7
Beauharnois “	7
Lachine “	7
Chambly “	9
St. Ours Lock and Dam	9
St. Ann's Lock	9
Carillon and Grenville Canals	9
Ri'leau Canal	9
Burlington Bay Canal	10
Newcastle District	10
Lake St. Peter and River St. Lawrence (<i>between Montreal and Quebec</i>)	10
LAKE AND RIVER LIGHT-HOUSES, BUOYS, &c.:—	
Above Montreal	10
New Works	11
Below Quebec	12
TUG SERVICE, UPPER ST. LAWRENCE:—	
General Remarks	12
RIVER WORKS :—	
Ottawa River	13
River du Moine	13
Petewawa River	13
Coulonge River	14
Madawaska River	14
Gatineau River	14
St. Maurice River	14
Saguenay River	14
ROADS AND BRIDGES :—	
General Remarks	15
Hamilton and Port Dover Road	15
Toronto Roads	15
Windsor and Scugog Road	15 & 16
Matapedia Road	15
Matane and Cap Chatte Road	15
Gaspé and St. Lawrence Road	15
Lindsay Bridge	15
Batiscan Bridge	15
Union Suspension Bridge	15
PROVINCIAL STEAMERS :—	
General Remarks	16
La Canadienne (schooner)	16
HARBORS AND PIERS :—	
General Remarks	16
Port Whitby Harbor, and Windsor and Scugog Road	16
OFFICIAL ARBITRATORS :—	
General Remarks	17

PUBLIC BUILDINGS:--

Hamilton Custom House	17
Montreal Gaol	17
“ Post-Office	17
“ Normal School	17
“ House Jacques Cartier Square	17
London Post-office	17
Kingston Custom House	18
Quebec Court House	18
“ Old Custom House	18
“ Gates, Old Chateau Garden	18
Parliament Buildings, Quebec	18
Marine Hospital, Quebec	18
Spencer Wood House	18
Montmagny Court House	18
Arthabaska “	18
Aylmer “	18
Seven Islands Custom House	18
Quebec Drill Shed	18
New District Court Houses and Jails, L. C.	18
Kamouraska Jail	18
Quebec New “	18
Montreal “	18
Sherbrooke “	19
Court House and Jail, Sault Ste. Marie	19
Public Buildings, Ottawa	19
Intercolonial Railway	19

CONTENTS OF APPENDIX.

Appendix A.—Financial Statements, Nos. 1 to 7	22
“ B.—Statement 3. Management and repairs, Welland Canal	28
“ “ 5. Lands sold	29
“ “ 6. Fines and Damages	30
“ C.—Report of Superintendent Beauharnois Canal	31
Report of Superintendent Lachine Canal	32
Report of Superintendent Chambly Canal	34
Report of Superintendent St. Ours Lock and Dam	34
Report of Superintendent St. Anne's Lock and Dam	35
Report of Superintendent Carillon and Grenville Canals	35
“ D.—Report of Superintendent Rideau Canal	39
“ E.—Report of Superintendent Ottawa Works	41
“ F.—Report of Superintendent St. Maurice Works	42
“ G.—Report of G. F. Baillargé on Public Roads, Harbors, Piers and Bridges	43
Malbaie and Grande Baie Road	44
Callières Road	44
Escoumains Road	44
Terniscouata Road	45
Matapedia Road	45
Matapedia and Kempt Road	46
Matane and Cap Chatte Road	47
Gaspé and St. Lawrence Road	47
Gulf Road	47
Caughnawaga Roads	48
Ste. Zotique Road	48
Toronto or York Roads	49
Hamilton and Port Dover Road	49
Harbors and Piers below Quebec	50
Grosse Isle Pier	50
Harbors and Piers above Quebec	50
Lindsay Bridge	51
“ H.—Official Arbitrators—Statement	52
“ I.—Provincial Steamers—Services	53
“ “ —Statement	54

REPORT

OF THE

COMMISSIONER OF PUBLIC WORKS,

FOR THE HALF-YEAR ENDING 30TH JUNE, 1864.

*To His Excellency The Right Honorable CHARLES STANLEY, Viscount
MONCK, Governor General of British North America, &c.,
&c., &c.*

MAY IT PLEASE YOUR EXCELLENCY:—

The annual reports hitherto laid before Your Excellency, from this Department, have embraced a full account of its transactions from the 1st of January to the 31st of December of each year.

The 6th chap. of the 27th and 28th Vic. has, however, provided that in future, the financial year of the Public Accounts of the Province shall extend from the 1st of July of one year, to the 30th of June of the next year.

The present report, therefore, embraces only the short period which has elapsed since the close of the report of 1863, namely: from January to July, 1864. The last Session having closed at the end of June, the works of 1864 could not be commenced before the month of July. This report is therefore necessarily brief.

The details of the expenditure during this period, arranged under their proper heads, in the usual tabular forms, are given in the Statements Nos. 1, 2, 3, 4, 5, 6 and 7, appended to this report.

No. 1. Statement of the several works under the charge of this Department, which are in use and yield revenue; shewing, under different heads, the expenditure on construction and the amount paid for land damages during the half-year ending 30th June 1864; the total cost of construction under this Department to the 1st July 1864, and the cost of repairs and management during the half-year ending 30th June 1864.

No. 2. Statement of the Public Works under the charge of this Department, not yet completed, and unproductive, but on which tolls are to be levied as soon as they are available; shewing the expenditure thereon during the half-year ending 30th June 1864,

on construction, and on repairs and management, and the total expenditure up to the 1st July 1864.

No. 3. Statement of the several Public Works and Buildings in charge of this Department, or in course of construction under it, yielding no direct revenue, but in use for the public service, and authorized by legislative appropriations; showing the amount expended thereon during the half-year ending 30th June 1864, and the total outlay upon them up to the 1st July 1864; also the amount expended for repairs and maintenance during the half-year ending 30th June 1864.

No. 4. Statement of expenditure on certain miscellaneous services under this Department, during the half-year ending 30th June 1864.

No. 5. Statement of the expenditure incurred under this Department for the repairs, management and survey of the Ordnance Canals, for the half-year ending 30th June 1864.

No. 6. A detailed statement of the expenditure incurred in the repairs and maintenance of the Provincial Light-houses under the charge of this Department, for the half-year ending 30th June 1864.

No. 7. Abstract statement shewing the total amount expended under the Department of Public Works during the half-year ending 30th June 1864, as detailed in the foregoing statements numbered 1, 2, 3, 4, 5 and 6.

CANALS.

The Provincial Canals were opened in the spring of 1864 at the following dates:

Welland Canal.....	April	13
Williamsburgh Canals.....	"	25
Cornwall Canal.....	"	27
Beauharnois Canal.....	"	24
Lachine Canal.....	"	29
Chambly Canal	"	25
St. Ours Lock.....	"	7
Ste. Anne's Lock	"	23
Carrillon and Grenville Canals.....	May	2
Rideau Canal	"	1

WELLAND CANAL.

Up to the 30th of June there had been no interruption in the navigation.

The annual repairs were completed in due time, and in a satisfactory manner.

The deepening of the summit reach, so as to bring it down to the level of Lake Erie, is progressing, and will, probably, be completed during the summer of 1865.

The piers at Port Colborne and Port Maitland were damaged by a storm on the 1st of January 1864.

 WILLIAMSBURG CANALS.

These canals were kept in good working order up to the 30th of June, without any accident or case of detention.

A Steam-dredge was employed for one month, cleansing a portion of the Rapide Plat section of the canal.

The north pier at the entrance of the Rapide Plat Canal, for a distance of one hundred and fifty feet in length has been completed.

The lining of the inner banks of the canals with stone is in progress : a work highly necessary for the protection of the banks.

The wharves at Farran's Point and the lower entrance of the Rapide Plat Canal have also been repaired.

 CORNWALL CANAL.

General repairs to slope walls, embankments and ditches.

The Superintendent reports, that the temporary manner in which the Lessees of water-power from the canal have repaired the head-gates of their mills, last spring, has left them still in a leaky and unsafe state.

By an Order in Council, dated the 27th February, 1864, authority was obtained for the payment of \$1,000 to the inhabitants of Sheik's Island, in full compensation for the damage they had sustained by the destruction of a bridge connecting that island with the main land at Moulinette, and which had been swept away in October 1850, by a rush of water, caused by a break in this Canal.

 BEAUHARNOIS CANAL.

The swing-bridge at Lock No. 14 was rebuilt in the spring, and the gates, bridges, and walls repaired where necessary.

On the 31st of May a break occurred in the south bank, at a culvert near St. Timothy Bridge, but was effectually closed in the space of 32 hours.

 LACHINE CANAL.

Repairs of ordinary character.

Forwarders are still complaining of the impediment to the canal navigation, arising from the strong current which is created by the withdrawal of such a large body of water as is required by the manufactories situated on the banks of the canal, for the propulsion of their machinery.

Certain works having been lately commenced by the Montreal Harbor Commissioners near the the entrance of the Lachine Canal, at Montreal, some few remarks are required

thereon. The works alluded to consist of a line of crib-work, commencing at the lower end of the first lock, extending 610 feet on a line at right angles to the general direction of the canal, and then on a line parallel to the canal, for a distance of some 1300 feet.

The space between the crib-work and the bank of the canal is being filled with earth, dredged from the bottom of the river immediately outside of the cribs.

This new wharf, together with the basin formed by the dredging, appears to be designed in connection with the plan of a large dock, which is to form a new entrance to the Canal. The wharf, however, is available without reference to the proposed dock.

The scheme is on a large scale, embracing berths for ocean shipping and lake craft, railway dépôts, warehouses, and general wharfage.

These new works are of the greatest interest to the Department, not only because they occupy precisely the ground where it had been already proposed to build new locks, on the enlargement of the canal, but because the question of a proper terminus to our inland navigation is one of the highest importance to the commerce of the country.

It is not proposed to discuss here, whether the time has arrived either for the Government or for private companies, to enter at once upon the construction of a grand terminus for our canal system; but it is necessary, absolutely, to recognize that the time has fully arrived for the preparation and adoption of such a well-matured design, and on such a scale, as the development of our commerce has shewn to be imperatively demanded.

The great consideration of such a terminus is, that ocean vessels, lake boats, railway carriages, elevating warehouses, flouring mills, and general wharfage should all be in convenient communication with each other. To the proprietors of vessels, facilities for loading and unloading, insuring celerity and dispatch, are even of greater importance than the mere reduction, or the entire removal of tolls.

The disadvantages to the commerce of the country from the want of some well-digested scheme of this description are very serious. Railway companies are requesting, from the Government, permission to cross the canal or to occupy lands; private companies are applying for sites for warehouses, elevators and mills, or for permission to excavate basins; while the ship-builder is, year by year, demanding dry-docks. But, in the absence of some systematized plan, many of these applications are refused, under the vague apprehension that such works may interfere with future enlargements, and structures are allowed to be erected, which may ultimately become obstructions, to be removed only at a great expense.

The design, therefore, of a terminus should embrace a revision of the whole plan of the Lachine Canal and the Montreal Harbor, with its connexions, and the greatest facility should be given to the railways to have access everywhere. It does not follow that the proposed works should be executed at once, or that the Government should go into the building of harbors, or railways, or warehouses, or mills; but the adoption of such a plan as has been alluded to, would give a unity to the operations of the various commissions and companies, as well as to individual citizens, and would insure great economy in the whole conduct of our commerce.

In order to avoid useless expenditure, the question arises whether it would not be expedient to cause the Montreal Harbor Commissioners to submit to Your Excellency their designs for any large works in the vicinity of the canal, and to obtain Your Excellency's approval before proceeding with their execution.

 CHAMBLY CANAL.

Two pairs of lock-gates were built during the winter, and the bridges and gates were generally repaired.

A new foot-bridge was attached to the upper gates of Lock No. 1 at St. John's, and a ferry-scow was placed between the main land and the upper end of St. Thérèse Island.

The Superintendent remarks that the lock-walls and other structures are too light to resist the concussions caused by the large class of vessels now engaged on the route, and that this defect adds to the cost of maintenance.

 ST. OURS' LOCK AND DAM.

The claim of A. E. Kierzkowski for damages alleged to have been sustained by the water-power on his property, from the overflow at St. Ours' Dam, was referred to the Provincial Arbitrators in March.

No repairs have been necessary during the last half-year.

 ST. ANN'S LOCK

No repairs have been required here.

 CARILLON AND GRENVILLE CANALS.

Navigation was interrupted for a few hours, during high water, by the failure of the sluice-gates on the guard-lock at Grenville.

The breast-wall and mitre-sill at Lock No. 10 were rebuilt last April, and the walls of this and the other locks pointed and repaired. The lock-gates and sluice-frames were generally repaired, and a dredge was brought to the upper entrance of the Grenville Canal which commenced operations on the 21st of June.

Commercial men continue to complain of the smallness of the dimensions of these canals.

 RIDEAU CANAL.

Up to the 30th of June last, the principal repairs performed have been the sheeting of some of the lock-gates, the renewal of certain sluices and stop-logs, and the strengthening of some of the dams and culverts, the rebuilding of wing-walls of the locks and of certain bridges over the waste-weirs.

Several accidents having taken place within the last few years on this canal, the details of which have been given in previous reports, it was deemed advisable to have its mechanical structures examined by a civil engineer.

On the 14th of July 1863, Mr. G. H. Perry was instructed to carry out this object, and his report was received on the 20th of January last.

The River Ottawa, from Grenville to the mouth of the Rideau Canal, at Ottawa City, offers an easy and safe navigation for vessels drawing under six feet. It is, however, much to be regretted that these advantages are seriously interfered with by large accumulations of the refuse of the numerous saw-mills on the main river and its tributaries.

Great quantities of slabs and saw-dust have been thrown into the river, year after year, and most of them, becoming water-logged, sink to the bottom.

At several parts of the river extensive shoals have thus been formed, and if means are not adopted to abate the evil, it may increase to such an extent as to render its removal both difficult and expensive.

Complaints have been made to the Department of similar nuisances on other rivers.

BURLINGTON BAY CANAL.

No accident has happened at this canal up to the 30th June last.

A new scow has been provided, and a few trifling repairs executed.

NAVIGATION—NEWCASTLE DISTRICT.

No accident had occurred on these works up to the 30th of June.

The repairs of the year had not been commenced at that date.

LAKE ST. PETER AND RIVER ST. LAWRENCE,

BETWEEN MONTREAL AND QUEBEC.

The deepening of the navigable channel through Lake St. Peter, and other portions of the St. Lawrence between Montreal and Quebec, under the direction of the Montreal Harbor Commissioners, is progressing.

The Harbor Commissioners report that during the half-year ending on the 30th June, 246,837 cubic yards of earth were removed, and that the expenditure during the same period, was :—

For repairs to dredges, &c.....	\$12,047 62
Working expenses.....	18,450 44
	<u>\$30,498 06</u>

LAKE AND RIVER LIGHT-HOUSES, BUOYS, &c.

ABOVE MONTREAL.

The various works connected with the lake and river lights above Montreal, which are under the immediate control of this Department, have been maintained in an efficient state during the past half-year.

The following is a list of the repairs, additions, improvements, &c. :—

Lake St. Louis.—The three light-ships repaired.

Ottawa River.—The light-ship repaired and new iron lantern furnished.

Pointe Claire.—The apron of the pier repaired.

Suck Straw Shoal.—The pier raised and strengthened, and the beacon renewed.

Snake Island.—Light-house and keeper's dwelling repaired.

Nine-Mile Point.—Light-house repaired.

Range Light at Presqu'isle.—Additional stone put into the piers of range and main light.

Scotch Bonnet.—Light-house and boat-slide repaired.

Gull Island.—Light-house repaired.

Port Dover.—Light-house repaired.

Point Pelée Reef.—Water-tank and boat-cranes fitted.

NEW WORKS.

A new pier has been constructed at Coles' Shoal, and the light-house repaired. At Pelée Island light-house, a new pier has been made, and additional stone work placed in the old pier.

The lamps at the following places have been adapted to the use of coal oil, in addition to those previously reported :

False Ducks,	Scotch Bonnet,
Gull Island,	Mohawk Island,
Long Point,	Lake Erie,
Pelée Island,	and Bois Blanc.

The Superintendent reports that land should be obtained for the light-houses at the following places, viz :—Nine Mile Point ; Scotch Bonnet ; Pelée Island ; Christian Island ; Nicholson's Island, and the False Duck's Island. The last-named island is Indian property, and the Superintendent recommends the purchase of the whole of it.

The following are the amounts expended on the various items named for the past six months :

Repairs,	\$2,236 85
Supplies,	186 00
Coal Oil.....	249 88
Salary and travelling expenses of Superintendent.....	1,722 00
Light-house keepers' salaries.....	9,448 62
Placing light-ships and buoys.....	275 50
Advertising and printing	279 25
Storage of materials.....	173 17

\$14,571 27

LIGHT-HOUSES BELOW QUEBEC.

The Trinity House at Quebec is about to establish beacons to enable navigators to avoid the N. W. reef of Biquet and the Alcide Rock.

A petition having been addressed to this Department for the establishment of light-houses at "Ile au Reau" and "La Montée du Lac," the matter was referred to the Trinity House, who have reported in favor of the establishment of these two lights.

The work of making an addition to the light-house pier at Crane Island, which was commenced in September of last year, had not been completed on the 30th of June.

Arrangements are being made for the construction by this Department, of a pier and light-house at Point St. Laurent, Island of Orléans.

No further action than that previously reported has been taken in reference to the construction of light-houses at the Bird Rocks or Cape Ray, so frequently and urgently recommended by the Quebec and Montreal Boards of Trade, and others interested in the navigation of the River St. Lawrence.

TUG SERVICE, UPPER ST. LAWRENCE.

To secure an efficient tug service, from one canal to the other, on that portion of the St. Lawrence which lies between Montreal and Kingston, a subsidy has of late years been granted by the Government.

The service of this year, up to the 30th of June, was performed in a satisfactory manner by Messrs. Calvin & Breck, on the conditions stated in last year's report, viz. :—A bonus of \$12,000 for the season of navigation of 1864, and a tariff of towage, payable by the parties whose vessels are towed, ten per cent lower than the tariff of previous years.

The following statement shews the number of towages and the amounts received from ship-owners by Messrs. Calvin & Breck, from the opening of navigation this season, up to June the 30th :—

UPWARDS.	Towages.	\$	cts.	Towages.	\$	cts.
Lachine to foot of Beauharnois Canal.....	674	4,493	24			
Head of Beauharnois Canal to foot of Cornwall Canal.....	523	6,453	63			
Head of Cornwall Canal to Kingston.....	365	10,027	22			
				1,562	20,974	19
DOWNWARDS.						
Kingston to head of Cornwall Canal.....	266	5,877	17			
Foot of Cornwall Canal to head of Beauharnois Canal.....	380	3,559	28			
Foot of Beauharnois Canal to Lachine.....	542	2,754	73			
				1,188	12,191	28
Total				2,750	\$33,165	47

RIVER WORKS.

OTTAWA RIVER.

The slides and booms under the charge of the Department, on this river, were thoroughly repaired during the winter and spring; and navigation was opened at the usual period for the passage of timber.

The waters of the Ottawa were unusually high last spring.

At the Chenux Station, some difficulty has been experienced of late years in preventing saw-logs from being carried away under the booms by the current. To remedy this evil, the position of some 3000 feet of this boom has been changed; the necessary piers were built by the Lumbermen of Ottawa.

A Government land reserve at "Pooley's Bridge," Ottawa, was fenced in.

RIVER DU MOINE.

It having been ascertained that further improvements on the River du Moine were necessary, in order to bring into more extended use the works already constructed on this river, it was resolved that the works should be undertaken; and in view of the economy likely to result from the collection and preparation, during the winter, of the timber and other materials necessary for the proposed work, a contract was entered into for the supply of these materials, under the authority of an Order in Council passed on the 27th February, 1864.

The contractor, Mr. James Goodwin, not only provided the material, as required by his contract, but, encouraged by those interested in the lumber trade, actually constructed the additional work in anticipation of any authority or appropriation for the purpose.

The cost of these improvements, including a balance due on a former contract for work on this river, was \$8,165.72.

PETEWAWA RIVER.

It was submitted in last year's report, that if the Government works on the Petewawa River were extended as far as Cedar Lake, it would be a great advantage both to the Government and to the Lumbermen. The cost of the proposed works was estimated at \$13,847.89.

After further enquiry, Your Excellency's authority was obtained, on the 27th February 1864, to place this sum in the Estimates to be laid before Parliament at its next session, but, in the meantime, it was permitted that advantage should be taken of the winter months to obtain the materials necessary for the proposed works.

A contract was, therefore, entered into with Mr. David Moor, in March, for the supply of the necessary material, which was delivered in due time.

COULONGE RIVER.

In last year's report it was stated that the estimated cost of certain improvements on the Coulonge River, intended to facilitate the passage of timber, would be \$15,000.

MADAWASKA RIVER.

On the 4th of June 1864, the water being very high at the time, the boom at the mouth of the Madawaska parted, and a number of the logs that had been enclosed therein were carried away into the main river.

The break was promptly repaired.

It has been suggested that some of the works (which are now old, having been erected in 1845) should be renewed, and that additional boom accommodation with supporting piers, should be provided.

GATINEAU RIVER.

The Government boom at the mouth of the Gatineau was designed more for a guide-boom, than a retaining-boom, and was intended to conduct the logs to the entrance of a short artificial canal which leads from the Gatineau to a natural pond of some seventy acres in area, and which communicates with the main river.

Early in the spring a large quantity of saw-logs and square timber, which had been left by the Lumbermen within range of high water, descended the river; and, as the ice had not yet floated out of the pond, the logs accumulated outside against the boom to such an extent, that, on the 2nd of May, the boom gave way.

It was immediately restored. A design was then prepared which contemplated the entire reconstruction of the piers and booms at this station, and also the opening of a new canal from the Gatineau to the pond, which would have the effect of forcing a current through it, so as to float the ice away earlier in the spring, leaving the pond clear for the logs to lie in safety.

ST. MAURICE RIVER.

There is little information of importance to notice in regard to these works.

The booms were all laid out in working order on the 3rd of May last, and the operations of the season have been performed with much success, and with less than the ordinary amount of casualties.

The works, however, are getting old, and the sums required for annual repairs must necessarily be expected to increase.

SAGUENAY RIVER.

These slides have not required any repairs during the present half-year. Fifty thousand saw-logs were passed through them in June.

ROADS AND BRIDGES.

On the 30th of June 1864, the works on most of the roads had not commenced.

HAMILTON AND PORT DOVER ROAD.

The repairs made between the 1st of January and the 30th June last, were slight.

TORONTO ROADS.

The repairs on these roads consist principally in renewing the surface material. The outlay from the 1st of January to the 30th of June was \$9,773.46. For details, see Appendix G.

WINDSOR AND SCUGOG ROAD.

See "Port Whitby Harbor, and Windsor and Scugog Road," page 16.

METAPEDIA ROAD.

Very little had been done on this road up to the 30th June.

MATANE AND CAP CHATTE ROAD.

The Engineer in charge here reports that the construction of this road is progressing.

GASPÉ AND ST. LAWRENCE ROAD.

Progressing.

LINDSAY BRIDGE.

On the 30th June 1864, the construction of this bridge was progressing.

BATISCAN BRIDGE.

An Order in Council, passed on the 11th March 1864, authorized the leasing of this bridge at a nominal rate.

UNION SUSPENSION BRIDGE, AT OTTAWA.

Some slight repairs.

PROVINCIAL VESSELS.

The department has charge of four steam vessels, viz. :—The *Napoleon*, *Victoria*, *Lady Head*, and the *Adcauer*.

These vessels are maintained by the Government for the performance of the following services :—

To convey the mail from Quebec to the Lower Provinces.

To convey supplies to the light-houses and provision dépôts in the Gulf of St. Lawrence.

To place the buoys on the River St. Lawrence in their proper position, to maintain them there during the season of navigation, and to take them up again at its close.

To carry the pilots and their apprentices on their annual inspection of the channels of the river.

To relieve vessels in distress, and to tow vessels, for hire, when called upon by the trade.

These steamers were put into good repair in the spring. Their duties were performed, up to the 30th June last, without accident.

For details, see Appendix I.

“LA CANADIENNE.”

The schooner *La Canadienne* was repaired last winter, and strengthened in her hull, by the addition of iron-knees. Her spars and rigging were also overhauled, and she was made ready for service at the opening of navigation.

HARBORS AND PIERS.

No repairs of importance have been made to the harbors and piers from the beginning of the year to the 30th of June.

PORT WHITBY HARBOR, AND WINDSOR AND SCUGOG ROAD.

The Port Whitby Harbor and the Windsor and Scugog Road were, on the 15th of October, 1850, under authority of the Acts 12 Vic., cap. 5. and 13 and 14 Vic., cap. 14, sold to the Port Whitby and Lakes Scugog, Simcoe and Huron Road Company for £20,100, payable by instalments, as set forth in an Order in Council of the 3rd July, 1852.

The said Company having made default in the payment, and having petitioned, in 1858, for a remission of the interest then due, an Order in Council was passed on the 10th September 1858, authorizing a remission of three years' interest, on condition of completing certain new works at the Harbor, which repairs or works the said Company do not appear to have made.

A Writ of Extent was issued at the instance of the Law Officers of the Crown in

December 1862, and the moneys then in the hands of the secretary, and deposited in a Bank to the credit of the Company, were, with other assets of the Company, seized for the benefit of the Crown, and a Receiver appointed to collect the tolls and other profits of the works. Authority was also granted by Order in Council of the 19th May 1863, for an immediate resumption of the works by the Crown.

On the 21st March, 1864, this harbor and road were declared, by proclamation of His Excellency, to be no longer under the control and management of the Department of Public Works.

On the same day, viz. : the 21st March 1864, an Order in Council was passed granting to the Port Whitby Harbor Company the piers, break-waters, approaches and other works, together with the tolls derived therefrom. The grant was made on condition that the Company should pay to the Government the sum of \$35,150, and that any lands covered with water, lying between the easterly pier and the shore, should be reserved by the Government.

By another Order in Council of the same date, viz. : 21st March 1864, the Windsor and Scugog Road, with the tolls thereon, was granted to the Whitby and Scugog Gravel Road Company for \$10,000, on condition of keeping the same at all times in thorough repair.

A water lot, adjoining Whitby Harbor, situate between the easterly pier and the shore, was granted to Chester Draper, by deed dated 18th March 1864, for \$1000.

OFFICIAL ARBITRATORS.

On the 19th March last the Arbitrators came to a decision in the case of Augustin Trépanier, contractor for the erection of a court-house and jail at Beauce, allowing him no damages or costs.

On the 30th of June there were still five claims pending before the Arbitrators. The details of these claims will be found in the Appendix H.

PUBLIC BUILDINGS.

Very little expense has been incurred, during the six months ending the 30th of June, upon the public buildings in charge of the Department.

The following is a list of those upon which small amounts have been expended, either for repairs or otherwise, viz. :—

Hamilton Custom House.

London Post Office.

Montreal Jail.

Montreal Normal School.

“ Post Office.

“ House, Jacques Cartier Square.

Quebec Court House.

" Gates for old Chateau Garden.

Montmagny Court House.

Spencer Wood House.

Kingston Custom House.

Quebec Old Custom House.

Aylmer Court House.

Arthabaska Court House.

Parliament Buildings, Quebec.

Seven Islands Custom House.

At the Marine Hospital, Quebec, the inside wood-work has been painted, and an addition made to the heating apparatus.

QUEBEC DRILL-SHED.

On the 15th December 1863, a contract was entered into for the erection of a wooden building in St. Lewis Ward, 220 feet long by 84 feet broad, to be used as a drill-shed.

The building was not completed on the 30th of June last.

COURT HOUSES AND JAILS.

There are still some works necessary for the completion of the several District Court Houses and Jails, constructed by the Department, at the following chef lieux, viz:

Ste. Scholastique, Industry, Sorel, Malbaie, Rimouski, Montmagny, Beauce, Arthabaska, Nelsonville, St. Hyacinthe, St. Johns, Beauharnois, Chicoutimi.

These require jail-yards, enclosed either with a stone-wall or a strong wooden fence, wood-sheds, outside water-closets, porches, stove-pans, &c.

Malbaie Jail. No appropriation having been made for this jail during the last session, the works referred to in last year's report, as having been commenced, were countermanded.

Kamouraska Jail. The reconstruction of this building is progressing, and will be completed in the autumn of 1864.

Quebec New Jail. From January to April 1864, the contractors suspended operations. From April up to the 30th of June, the works were progressing at such a rate as to ensure their completion by the autumn, and everything was being done in a substantial and workmanlike manner.

That portion of the central wing which is to contain the dining-room and infirmaries has not yet been commenced; but as the jail contains other rooms which can be temporarily devoted to these purposes, the occupation of the prison need not be delayed on that account.

There are still some works necessary to the completion of this jail, viz:

To introduce gas and water into the building, from the road.

To put up double windows.

To build out-door water-closets, with cess-pools.

To point the stone-work with cement, and to change the form of the gutters.

A jail-yard, with a stone wall, is also necessary.

Montreal Jail. The continued complaints of the want of proper jail accommodation here, lead to the conclusion that the present jail is quite inadequate to the increasing population of the district.

Sherbrooke Jail. Plans will shortly be prepared for this building.

Court House and Jail at Sault Ste. Marie.—An architect will be sent to this place, in the spring, for the purpose of gaining the information necessary for the preparation of a plan.

PUBLIC BUILDINGS, OTTAWA.

From the date of the last report to the 30th of June of this year, the works in connection with these buildings were carried on with great diligence.

After a very full discussion as to whether the legislative halls should be lighted with ordinary gas chandeliers, or by means of gas-jets placed in the attics over the halls—the light descending through glass panels in the ceiling, it was decided to adopt the ordinary suspended gas chandeliers.

The chief reasons which led to this decision were, first, the greater cost of original construction if the attic light was adopted; and secondly, the much greater quantity of gas required to give the same amount of light.

The question of supplying the gas to these buildings, has also been before the Department.

The relative merits of coal and petroleum gas have been discussed, and from a report called for by the Department from Professor Hunt, of Montreal, it appears that coal gas should be adopted.

The total amount expended in connection with these buildings, up to the 30th June 1864, was \$1,513,412.36.

A property known as the Rideau Hall Domain, and lying in the immediate vicinity of Ottawa, has been leased by the Department, at the rate of \$4,000 a year, for the purpose of converting it into a temporary residence for Your Excellency.

The lot leased contains some 70 acres of land, with a house, pleasure-grounds and several outbuildings.

INTERCOLONIAL RAILWAY.

The survey of this proposed line of Railway was authorized in 1863, and on the 22nd of August of that year Mr. Sanford Fleming was appointed Engineer in charge. On the 11th of March, 1864, he was instructed by the Provincial Secretary of the late government to examine the various practicable routes for a railway between Canada and the Lower Provinces. He was also requested to report on the comparative merits of each of the lines, and the probable cost of their construction.

On the 30th of June the Survey was being proceeded with.

All of which is respectfully submitted.

J. C. CHAPAIS;

Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
Quebec.



APPENDIX TO REPORT

OF THE

COMMISSIONER OF PUBLIC WORKS.

FOR THE HALF-YEAR ENDING 30TH JUNE, 1864.

APPENDIX A.

No. 1.

STATEMENT of the several Works, under the charge of this Department, which are in use and yield revenue; shewing, under different heads, the expenditure on construction and the amount paid for land damages during the half-year ending 30th June, 1864, the total cost of construction under this Department to the 1st July, 1864, and the cost of repairs and management during the half-year ending 30th June, 1864.

WORKS.	Expenditure on construction for half-year ending 30th June, 1864.	Amount paid for damages during the half-year ending 30th June, 1864	Total expenditure on construction to 1st July, 1864.	Cost of repairs and management for half-year ending 30th June, 1864
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland Canal.....	16648 00		4783108 70	22639 51
<i>St. Lawrence Canals, viz :</i>				
Lachine.....	1496 05		2118398 63	9206 38
Beauharnois.....		462 96	1597866 77	5710 90
Cornwall.....			467150 70	4564 06
Williamsburg.....			1089739 93	3211 83
Junction.....			230796 11	
New Lock Gates.....			39830 22	
General expenditure.....	148 32		74983 52	68 40
Chambly Canal.....			69774 51	7308 24
St. Ours' Lock.....			123137 65	672 99
St. Ann's Lock.....			114596 49	100 17
Barnegton Bay Canal.....			291044 49	547 96
<i>Slides, Dams, &c.</i>				
Ottawa.....	2252 52		701434 03	8813 38
St. Maurice.....	2662 00		260542 48	3530 83
Trent, securing dams.....			2380 34	100 00
Saguenay.....			44470 41	278 62
Port Stanley Harbour.....			230531 88	
Union Suspension Bridge, reconstruction.....			5266 60	380 39
Total.....	23296 89	462 96	12,245,053 46	67463 66

DEPARTMENT OF PUBLIC WORKS,
July, 1864

J. BAINE,
Book-keeper.

No. 2.

STATEMENT of Public Works, under the charge of this Department, incomplete and, as yet, unproductive, but on which tolls are to be levied as soon as they are available; shewing the expenditure thereon during the half-year ending 30th June, 1864, on construction, the total expenditure on construction up to 1st July, 1864, and the cost of repairs and management during the half-year ending 30th June, 1864.

WORKS.	Expenditure on construction for half-year ending 30th June, 1864.	Total expenditure on construction to 1st July, 1864.	Cost of repairs and management for half-year ending 30th June, 1864
	\$ cts.	\$ cts.	\$ cts.
Chats Canal.....		373191 98	
Sezogog Inland Navigation.....	1652 53	485776 14	197 50
Total.....	1652 53	858968 12	197 50

DEPARTMENT OF PUBLIC WORKS,
July, 1864.

J. BAINE,
Book-keeper.

No. 3.

STATEMENT of the several Public Works and Buildings in course of construction under the charge of this Department, yielding no direct revenue, but in use for the public service and authorized by legislative appropriations; shewing the amount expended thereon during the half-year ending 30th June, 1864, and the total outlay upon them up to the 1st July, 1864; also the amount expended in repairs and maintenance for the same period.

WORKS.	Total outlay up to 1st Jan., 1864.		Expenditure for half-year ending 30th June, 1864.		Total outlay up to 1st July, 1864.	
	\$	cts.	\$	cts.	\$	cts.
Parliament Buildings, repairs.....Toronto }						
Government House.....do }						274815 05
Custom House.....do }						5104 18
Post Office.....do }						28066 07
Observatory.....do }						13884 65
Female Lunatic Asylum.....do }						9966 83
Osgoode Hall.....do }						159 30
Gun Sheds.....do }						3679 23
Barracks, repairs.....do }						657 69
Railway Inspectors' Office.....do }						525 62
Mechanics' Institute, completing building do }						16000 00
Custom House.....Hamilton	46587	61	440	21		47027 82
Post Office.....do						52625 42
Gun Sheds.....do						5566 67
Post Office.....London	39812	51	128	00		39940 51
Custom House.....Kingston						45010 24
Post Office.....do						39647 12
Lunatic Asylum and Gaol.....dc						4293 92
Court House and Gaol.....Algoma						769 79
Public Buildings.....Ottawa	1354431	41	158980	95		1513412 36
Court House.....Montreal	307433	42	650	15		308083 57
do extraordinary repairs.....do						26378 93
Custom House, repairs.....do						1257 63
Gaol, repairs.....do	2067	45	101	35		2168 80
Post Office.....do						3037 97
Normal School.....do	9104	49	200	00		9304 49
Armoury.....do						856 68
Marine Hospital.....Quebec	97136	00	1587	99		98723 99
Custom House.....do						268008 50
Gun Sheds.....do						4545 42
Court House.....do	1391	69	10	08		1401 77
Post Office, Parliamentary Buildings.....do						59891 18
do do additions thereto.....do						1623 59
Spencer Wood, repairs.....do						4299 35
do reconstruction.....do						28015 71
Governor General's residence, in consequence of fire at Spencer Wood in 1861.....do						9991 67
Observatory, repairs.....do						318 77
Normal School.....do						7181 06
Gaol, repairs.....do						884 25
New Gaol.....do	86567	93	6943	55		93511 48
New Drill Shed.....do						3610 86
Gaols and Court Houses, C. E.....do						35441 44
Gaols and Court Houses, C. E., 20 Vic., ch. 44.....do	438924	24	566	51		439490 75
Court Houses and Gaols, C. E., repairs, viz.:						
St. Johns.....do						158 00
Aylmer.....do	528	65	700	00		1223 65
Sherbrooke.....do						3614 00
Three Rivers.....do						4096 62
St. Hyacinthe.....do						541 42
Kamouraska.....do	12619	20	2071	74		14690 94
Perce.....do						343 85
New Carlisle.....do						113 12
Carried over.....			175991	39		

No. 3—STATEMENT of Public Works, &c.—Continued.

WORKS.	Total outlay up to 1st Jan., 1864.		Expenditure for half-year ending 30th June, 1864.		Total outlay up to 1st July, 1864.		
	\$	cts.	\$	cts.	\$	cts.	
<i>Brought over</i>							
Montmagny			175991	39			
Arthabaska			423	05	423	05	
Dépôt at Anticosti				46	00	46	00
Governor General's residence, St. Lewis Street					47	82	
Rents, repairs and maintenance of Public Buildings	400943	38	13587	94	48855	82	
					414531	32	
<i>Light Houses.</i>							
Light Houses below Quebec					396503	55	
Light House apparatus, Quebec					54602	16	
Light Houses (new) below Quebec	48453	22	872	71	48825	93	
Pointe Pelée Light House	68968	77	191	53	69160	30	
Snake Island Light House					10430	04	
Bay of Quinté Light House					108	16	
Light Houses, Lake Huron					147614	75	
Light House apparatus, Lake Huron					74949	16	
Floating Lights above Lachine					26397	93	
Gaspé Bay and Harbor Buoys	499	82	146	22	646	04	
Inland Lake and River Lights	8313	87	581	78	8895	65	
Father Point Light House					1453	61	
Ottawa River Navigation					3642	54	
<i>Roads.</i>							
Canada and New Brunswick, by the Temiscouata	193012	76	60	00	193072	76	
Metapedia, South					29505	44	
do North					16382	59	
Eastern Canada and New Brunswick, by the Metapedia	63505	57	2007	80	65513	37	
Mal Baie and Grande Baie					11956	73	
Mataue and Cap Chats	23382	48	868	98	24251	46	
Escoumains					4569	50	
Marmora					4000	00	
Garrison Road, Toronto					1600	00	
Gaspé Road					16295	68	
Côteau and Province Line Road					1482	01	
Côteau and Cornwall Road					8284	00	
Cornwall Road					510	22	
Caughnawaga Road	767	51	11	70	779	21	
Hamilton and Port Dover Road	16000	00	780	01	16780	01	
York Roads					9773	46	
Batiscan Bridge, repairs					642	00	
<i>Harbors and Piers.</i>							
Port Bruce					6267	47	
Lake Huron					97448	82	
L'Original					2000	00	
Pier at St. Anicet					2007	97	
Landing Piers					768971	02	
Repairs to Piers	21013	54	605	56	21619	10	
Pier at Port aux Quilles					103	45	
Dredging Narrows, and new bridge, Lake Simcoe					10138	30	
Dredging at Picton and Presqu'Isle					9050	04	
Dredging operations	6030	70	1069	73 ³	7100	43	
Dredging Vessels, Steam Pumps, &c.					3218	39	
Dredging at St. Clair Flats					19984	45	
Richelieu Rapids improvements (Ste. Anne de la Pérade)					13713	96	
North River and Petite Nation Bridge improvements	4254	11	2	90	4257	01	
River Thames Navigation improvements					3821	42	
Deepening Lake St. Peter	18189	39	12051	11	30240	50	
Pier at Chantry Island					442	50	
Total			218571	87			

No. 4.

STATEMENT of Expenditure on certain Miscellaneous Services under this Department, during the half-year ending 30th June, 1864.

	\$	cts.
Provincial Steamers.....	15475	45
Advertising Sale of Provincial Steamers.....	642	01
Tug Service, Upper St. Lawrence.....	17	00
Surveys generally.....	462	13
Arbitrations, Awards, &c.....	5319	31
Contingencies of Department, Engineering Branch.....	1946	35
Militia Expenses.....	232	85
Emigration Service.....	625	46
Purchase and Sale of Cataragui.....	\$20050	18
Less—Paid Receiver General on account of purchase in 1863 and 1864.....	5420	80
	15538	38
Survey of Intercolonial Railway.....	10502	00
Removal to Quebec in 1859.....	2	00
Gaspé and Amherst Harbours, maintenance.....	100	00
Total.....	\$50862	94

J. BAINE.

Book-keeper.

DEPARTMENT OF PUBLIC WORKS,
July, 1864.

No. 5.

STATEMENT of the expenditure incurred under this Department for the repairs, management, and survey, of the Ordnance Canals, for the half-year ending 30th June, 1864.

NAME.	Extraordinary Repairs.		Ordinary Repairs and Management.		Total Expenditure.	
	\$	cts.	\$	cts.	\$	cts.
Rideau Canal.....			11752	76	11752	76
do Survey.....					2546	58
do Repairs at Hogback.....	2	80			2	80
Carillon and Grenville Canal.....			5302	28	5302	28
Total.....	2	80	17055	04	19604	42

J. BAINE.

Book-keeper.

DEPARTMENT OF PUBLIC WORKS,
July, 1864.

No. 6.

A DETAILED STATEMENT of the expenditure incurred in repairs and maintenance of Provincial Light Houses, for the half-year ending 30th June, 1864, under this Department.

Name of Light.	Name of Keeper.	Amount of Salary Paid.		Supplies and Repairs.		Total.	
		\$	cts.	\$	cts.	\$	cts.
Lachine Pier.....	John Norton	192	25	35	20	227	45
Light Ship No. 1.....	Pierre Landré	125	00	36	00	161	00
do No. 2.....	Benjamin Picard	125	00	36	00	161	00
do No. 3.....	Joseph Meloche.....	112	50			112	50
Boucharvais.....	Peter Shannon	217	50			217	50
Grosse Pointe.....	Wm. Shannon, Assistant.....	343	85			343	85
Mackie's Point.....	A. McDonald.....	87	50			87	50
Cherry Island.....	E. S. Johnson.....	217	50	12	00	229	50
do Light Ship.....	G. H. Johnson.....	125	00	55	25	180	25
Lancaster Pier.....	Thomas Hill.....	167	50	38	60	205	50
Cole Shoal.....	Richard Elliott.....	70	00	935	28	1005	28
Grenadier Island.....	Joseph Austin.....	6	52			6	52
.....	Albert Root.....	66	85			66	85
.....	J. Wallace.....	70	00			70	00
Lincoe Island.....	James McDonald.....	130	00	37	50	167	50
Gananoque Narrows.....	John Buck.....	273	91			273	91
Jack Straw Shoals.....	Joseph Mervin.....	60	00			60	00
Spectacle Shoal.....	Robert Gillespie.....	125	00	12	50	137	50
Red Horse Rock.....	L. Herchmer.....	217	50	96	12	313	62
Burnt Island.....	John Dunlop.....	217	50	90	82	308	32
Wolfe Island.....	Frederick Swetman.....	108	75	33	50	142	25
Snake Island.....	W. A. Palin.....	217	50	63	18	280	68
Nine Mile Point.....	Samuel Wilson.....	16	55	86	55	304	05
False Ducks.....	Henry Vandusen.....	200	95	11	00	173	50
Point Peter.....	Wm. Swetman, Senr.....	162	50	86	83	211	83
Scotch Bounet.....	James Cummins.....	125	00			125	00
Presqu'Isle.....	George Roddick.....	217	50	124	95	631	66
do Range Lights.....	Robert Roddick, Assistant.....	289	21			289	21
Gull Island.....	George Durran.....	217	50	19	93	237	43
Gibraltar Point.....	George Thomson.....	150	00			150	00
Burlington Bay.....	Jonathan Woodall.....	200	00			200	00
Port Dubouois.....	James Fortier.....	200	00	35	25	235	25
Port Colborne.....	John Burgess.....	217	50	90	40	307	90
Mohawk Island.....	Peter Baikie.....	217	50	20	00	237	50
Port Maitland.....	Wm. Carlisle.....	130	00	25	44	155	44
Port Dover.....	H. H. Clarke.....	217	50			217	50
Long Point.....	Alexander Sutherland.....	160	00			160	00
Port Burwell.....	Richard Ead.....	144	00			144	00
Port Stanley.....	P. McIntyre.....	217	50	73	25	453	25
Pointe Pelée.....	James Edwards, Assistant.....	162	50			162	50
Pelée Island.....	Wm. Swetman, Junr.....	108	75	231	50	340	25
Bois Blanc.....	James Hackett.....	108	75	100	50	318	00
.....	And. Hackett.....	108	75			108	75
River Thames.....	Thomas Curtier.....	217	50			217	50
Goderich.....	Humphrey Fidler.....	162	50			162	50
Point Clark.....	John Young.....	217	50			217	50
Chantry Island.....	W. McG. Lambert.....	217	50			217	50
.....	Wm. McG. Lambert, Assistant.....	303	12			303	12
Isle of Coves.....	D. McBeath.....	108	75			108	75
.....	Wm. McBeath, Assistant.....	75	00			75	00
Griffith Island.....	Vesey C. Hill.....	217	50			217	50
Nottawasaga Island.....	George Collins.....	217	50			217	50
.....	C. Collins, Assistant.....	268	75			268	75
Christian Island.....	Wm. Hoare.....	217	50			217	50
Carried over.....		9072	21	2384	95	11459	16

No. 6.—A DETAILED STATEMENT of the expenditure incurred in repairs and maintenance of Provincial Light Houses, &c.—*Continued.*

Name of Light.	Name of Keeper.	Amount of Salary Paid.	Supplies and Repairs.	Total.
		\$ cts.	\$ cts.	\$ cts.
	<i>Brought forward.....</i>	9072 21	2386 95	11459 16
Pointe Claire, No. 1.....	Arsène Glode.....	125 00	68 33	193 33
do No. 2.....	Moïse Leclerc.....	126 41		126 41
Green Shoal.....	D. Thomas.....	125 00	144 00	269 00
		\$9448 62	2599 28	12047 90
Management, salary and travelling expenses of Superintendent, advertising, &c.....				2043 87
Placing buoys and light ships.....				275 50
Supplies on hand in store.....				204 00
Total.....				\$14571 27

J. BAINE,
Book-keeper.

DEPARTMENT OF PUBLIC WORKS,
July, 1864.

No. 7.

STATEMENT shewing the total amount expended under the Department of Public Works, during the half-year ending 30th June, 1864, as detailed in the foregoing Statements numbered 1, 2, 3, 4, 5 and 6.

STATEMENT	Repairs and Management.	Construction.	Miscellaneous.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
No. 1.....	67463 66	23669 85		91133 51
2.....	197 50	1652 53		1850 03
3.....	27485 41	191086 46		218571 87
4.....			50862 94	50862 94
5.....	17055 04		2549 38	19604 42
6.....	14571 27			14571 27
Totals.....	126772 88	216408 84	53412 32	396594 04

J. BAINE,
Book-keeper.

DEPARTMENT OF PUBLIC WORKS,
July, 1864.

APPENDIX B.—WELLAND CANAL.

SCHEDULE No. 3.—Detailed Statement of the gross amounts of the Monthly Expenditure in the Management and Repairs of the Welland Canal, from the 1st December, 1863, to the 1st June, 1864.

	Office Establishment, Clerks, Pay- master, &c.	Overseers, Lock and Bridge Ten- ders, and Harbor Masters.	Lighting Canal with Gas from Lock No. 2 to 23, inclusive.	Oil used in lighting other parts of the Canal not lighted with gas, and in working machinery.	Advertising list of vessels passing through the Canal, Printing, Post- age, Stationery, Telegraph com- munication, Office Fuel and Gen- eral Expenses.	Total cost of Management.	Carpenter's work, Construction, making repairs upon Lock Gates, Bridges, &c., and making repairs of damages done the works by vessels.	Castings and Iron Work for Lock Gates, Bridges, &c.	Labor, Maintenance, Embankments, dredging, cutting, grubbing Posts, cleaning out Culverts and remov- ing bars from bottom of Canal, Slides, &c.	Lumber and Timber furnished for constructing Lock Gates and for repairs of Lock Gates, Bridges, &c.	Repairs at Port Maitland Pier.	Repairs of Pier at Port Colborne.	Sundry materials furnished, con- sisting of Spikes, Nails, Rope, Paint, Oil, Shovel, &c., &c.	Total Amount of Repairs.	Total for Management and Repairs.	
1863.																
December	\$ 132 00	\$ 1035 95	\$ 3452 22		\$ 221 42	\$ 5741 59	\$ 342 20	\$ 428 20	\$ 206 97	\$ 83 63	\$ 121 86				\$ 1243 06	\$ 6984 63
1864.																
January	\$ 132 00	\$ 791 35				\$ 923 35	\$ 175 87		\$ 76 01					\$ 18 12	\$ 270 00	\$ 1193 35
February	\$ 132 00	\$ 692 75			\$ 5 05	\$ 829 80	\$ 246 87	\$ 285 59	\$ 134 12	\$ 60 91		\$ 50 00		\$ 43 21	\$ 820 70	\$ 4650 50
March	\$ 132 00	\$ 1630 69			\$ 153 61	\$ 1915 66	\$ 241 08	\$ 422 90	\$ 396 24	\$ 17 68		\$ 200 00		\$ 57 78	\$ 1435 68	\$ 3351 34
April	\$ 132 00	\$ 2847 01		\$ 14 00		\$ 2993 01	\$ 376 17	\$ 180 47	\$ 488 29	\$ 96 57				\$ 51 37	\$ 280 58	\$ 4416 46
May	\$ 132 00	\$ 3312 83		\$ 196 70		\$ 3671 53	\$ 395 25	\$ 98 76	\$ 440 21	\$ 94 80				\$ 185 64	\$ 1371 68	\$ 5043 21
Totals	\$ 792 00	\$ 11239 94	\$ 3452 22	\$ 210 70	\$ 389 08	\$ 10074 94	\$ 1877 54	\$ 1416 02	\$ 1801 84	\$ 553 59	\$ 121 86	\$ 487 01	\$ 506 71	\$ 6564 87	\$ 22639 51	

(Signed)

S. D. WOODRUFF,
Superintendent, &c., Welland Canal.

WELLAND CANAL OFFICE,
St. Catharines, 14th Dec., 1864.

WELLAND CANAL.

SCHEDULE No. 5.—Schedule of Lands on the Welland Canal sold to sundry persons, with the Amount of Sale and Interest to the 1st June, 1864, Amount Paid to the 1st June, 1864, and the Balance remaining due on the 1st June, 1864.

5

Purchasers.	Whore situated.	Quantity.	Amount of Sales.	Amount of Interest to 1st June, 1864.	Amount of Sites and Interest to 1st June, 1864.	Amount paid to the 1st Dec., 1859.	Amount paid in 1864 to 1st June.	Balance due, 1st June, 1864.	Remarks.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
James R. Benson, on behalf of Hydraulic Company	Lots below Thorold	211 acres, 1 rood, 17 per....	8454 25	6283 26	14737 51	2010 85	.....	12726 66	
Municipality of the County of Welland.....	Lands in Wainfleet	10796 acres } 2048 " } 68 " }	12012 00	7479 68	20301 68	3309 56	.....	17082 12	
Michael Graybiel.....	Lot in the Village of Marshville	One-fifth of an acre.....	20 00	.....	20 00	.....	20 00	.....	In full.
Total.....			21386 25	13762 94	35149 19	5320 41	20 00	20808 78	

(Signed) S. D. WOODRUFF,
Superintendent, &c.
THOMAS ADAMS,
Paymaster and Clerk.

WELLAND CANAL OFFICE,
St. Catharines, 14th Dec., 1864.

WELLAND CANAL.

SCHEDULE, No. 6.—STATEMENT shewing the amount of Fines and Damages levied, the Amount Paid to the 30th June, 1864, and the Balance remaining due on the 30th June, 1864.

Year.	Date.	Description of Vessel, &c.	Name of Vessel, &c.	Amount of Fine levied.	Amount of Damages levied.	Amount paid to 30th June, 1864.	Amount remaining unpaid on 30th June, 1864.	Remarks
				\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1857...	April 30...	Steamer ...	'St. Nicholas'.....	80 00	4800 00	.....	4880 00	
1859...	" 30...	Schooner ...	'Mohegan'.....	.....	1953 00	.....	1953 00	
1860...	" 30...	"	'Amelia'.....	.....	1246 00	.....	1246 00	
"	May 16...	"	'Cuba'.....	.....	10 00	10 00	.....
1862...	" 29...	"	'Mary Morton'.....	10 00	.....	.....	10 00	
"	June 26...	Propeller ...	'Kentucky'.....	.....	10 00	.....	10 00	
"	Aug. 20...	Schooner ...	'Bridget'.....	.....	5 00	.....	5 00	
1863...	May 13...	"	'H. S. Walbridge'.....	.....	10 00	10 00	.....
"	June 1...	"	'W. B. Hibbert'.....	.....	20 00	.....	20 00	
"	July 16...	Propeller ...	'Akron'.....	.....	3 00	3 00	.....
"	" 30...	Schooner ...	'Geo. Thurston'.....	20 00	.....	20 00	.....
"	Oct. 29...	"	'James Coleman'.....	.....	10 00	.....	10 00	
"	Nov. 14...	"	'Wm. Sanderson'.....	.....	50 00	50 00	.....
"	" 14...	"	'Wm. Case'.....	.....	15 00	15 00	.....
"	" 14...	"	'Paragon'.....	.....	10 00	10 00	.....
"	" 14...	"	'R. Leigh'.....	.....	16 00	.....	16 00	
"	" 16...	Propeller ...	'Ogdensburgh'.....	10 00	.....	10 00	.....
"	" 23...	"	'Michigan'.....	.....	25 00	25 00	.....
"	" 24...	"	'Buckeye'.....	.....	10 00	10 00	.....
"	" 27...	Schooner ...	'Tecumseh'.....	.....	15 00	15 00	.....
"	" 30...	"	'Frontier City'.....	.....	15 00	15 00	.....
1864...	April 26...	Bark.....	'Cleveland'.....	10 00	.....	10 00	.....
"	" 25...	Schooner ...	'Summit'.....	.....	20 00	.....	20 00	
"	" 28...	Propeller ...	'Cleveland'.....	.....	51 00	51 00	.....
"	May 2...	Schooner ...	'New London'.....	.....	12 00	12 00	.....
"	" 7...	"	'Advance'.....	.....	10 00	10 00	.....
"	" 7...	"	'Servis Walls'.....	10 00	.....	10 00	.....
"	" 7...	Propeller ...	'Norman'.....	10 00	.....	10 00	.....
"	" 12...	Schooner ...	'Melrose'.....	.....	15 00	.....	15 00	
"	May 11...	"	'A. Bradley'.....	.....	6 00	.....	6 00	
"	" 17...	"	'D. Spatch'.....	.....	30 00	30 00	.....
"	" 19...	Propeller ...	'Cleveland'.....	.....	20 00	20 00	.....
"	June 2...	Schooner ...	'City of Toronto'.....	.....	10 00	.....	10 00	
"	" 7...	"	'Jessie'.....	40 00	.....	.....	40 00	
"	" 7...	Propeller ...	'N. rman'.....	20 00	.....	20 00	.....
"	" 8...	Bark.....	'S. D. Woodruff'.....	20 00	.....	20 00	.....
"	" 11...	Schooner ...	'S. Kobissou'.....	.....	10 00	.....	10 00	
				\$230 00	8407 00	386 00	8251 00	

(Signed)

S. D. WOODRUFF,

Superintendent.

(Signed)

THOMAS ADAMS,

Paymaster.

WELLAND CANAL OFFICE,
St. Catharines, 14th December, 1864.

APPENDIX C.

REPORT OF SUPERINTENDING ENGINEER.

LACHINE CANAL OFFICE,

Montreal, 2nd Dec., 1864.

SIR,—The period for closing the fiscal year having been changed, by Act of Parliament, from the 31st of December to the 30th day of June in each year, I have prepared and beg to submit the following Report on the works under my charge, from the first day of January to the 30th day of June 1864, as called for by your letter No. 51967, dated 3rd November 1864.

BEAUHARNOIS CANAL.

This canal forms a navigable channel past the Coteau, Cedars and Cascade Rapids between Lake St. Francis and Lake St. Louis, and is $11\frac{1}{2}$ miles in length, with nine locks 200 feet long by 15 feet in width, with 9 feet depth of water on the sills. The canal is from 60 to 80 feet in width on bottom, and from 100 to 120 at surface water. At each lock there is a regulating-weir built of stone masonry for passing and regulating the flow of water, which affords a large amount of water-power available for milling and manufacturing purposes. There are also nine swing bridges, two ferries, twenty permanent bridges over the regulating weirs and races at the locks, one by-wash, ten culverts, two dams, half a mile of dyke on Grand Isle, $4\frac{86}{100}$ miles of dyke through Hungry Bay, a pier and breakwater at Gross-point, a house for the local Superintendent, one for the Collector and Paymaster, ten for the lock and bridge-masters, and eight-een for their assistants. There is also a head-race and regulating-weir at each end of the lower dam, built for milling and manufacturing purposes. In addition to the above there are about 350 arpents of ditches, all of which have been effectively maintained, and special care taken to keep the culverts and ditches open for the free discharge of surface-water during the spring-freshets.

There is a large Paper-manufactory and a Grist and flouring-mill at the east end of the lower dam, and a saw and Grist-mill and Furniture-manufactory at the west, and propelled by water supplied through the head-races.

The Swing-bridge at Lock No. 14 was rebuilt during the month of March, and timber purchased for rebuilding the superstructure of the pier-head at the upper entrance of the canal. The bridges at Lock No 7 and at St. Timothy must be thoroughly overhauled during the winter, when temporary bridges are formed by the ice. Locks Nos. 9, 10, 11, 12 and 13 were well pointed when the water was drawn out for repairs in April. Locks Nos. 6, 7, 8 and 14 should be pointed before opening the canal next spring. Portions of the vertical and slope-walls above and below the locks were rebuilt, and such repairs made to the lock-gates, bridges, &c., as appeared necessary. The by-wash at St. Timothy was also thoroughly examined and repaired; and the bank in race above weir at Lock No. 10, which gave way in January, rebuilt.

The water was let into the canal on the 21st, and fully opened for the passage of vessels on the 24th day of April. The only interruption to the trade, previous to the close of the fiscal year, occurred on the 31st day of May, caused by a break in the south bank at a culvert a short distance above St. Timothy Bridge, when navigation was interrupted for about 32 hours.

The spare Lock-gates on hand with those asked for in last year's report (now under contract), it is thought, will be sufficient to replace any that may require renewal or be broken, by accident.

The necessity for increased accommodation for mooring vessels at the lower entrance of the canal, referred to in former reports, still exists. The south pier should be extended for that purpose without further loss of time.

A building for the safe keeping of tools, materials, supplies, &c., and for a work-shop for repairs, is much needed.

The probable amount required for ordinary repairs from the first day of January to the 30th June 1865, is estimated at \$4,360.

The amount expended during the same period in 1864, amounted to \$3,075.

LACHINE CANAL.

This canal is $8\frac{1}{2}$ miles in length, and forms a navigable channel past the Lachine Rapids, connecting Lake St. Louis with the head of ocean navigation at Montreal. There are five locks 200 feet long by 45 feet in width, with 9 feet water on the sills of the three upper, and 16 feet on the sills of the two lower or Montreal Locks, which connect the principal basins with the harbour. There are four weirs and races for regulating the flow of water at the locks, viz.: two at Lachine, one at Côte St. Paul and one at St. Gabriel. There are also four waste-weirs, five swing-bridges, sixteen stationary bridges over the weirs and races and portions of the old canal, three culverts, four lock-houses, an office for the Collecting, Superintending and Engineering Departments, a long range of dock-walls and wharves at Montreal, with Flour sheds covering an area of 49,960 square feet. On the channel side of the timber basin at Lachine there are 3039 lineal feet of boom with 19 retaining and guide-piers, and 4870 lineal feet of pier, with a stone superstructure which forms a wing-dam on the south side of the channel at the Lachine entrance.

The wood-work of the swing-bridges at Côte St. Paul and Brewster's road were renewed last February and March, and such repairs made to other structures as could be advantageously performed during winter. The water was shut off on the 9th day of April for the usual spring repairs, which were completed on the 28th, and the canal opened for the passage of vessels on the morning of the 29th, after which the full draft of water was uninterruptedly maintained.

The regulating-weir at St. Gabriel Lock is formed by the lower wing-walls of the old lock, which are very defective: they have not been considered safe for years. Should these walls give way, which they may do at any moment, the carrying trade of the entire country must necessarily suffer great inconvenience. The trade of the St. Lawrence and Ottawa routes depends upon the stability of the structures on this canal. A new regulating-weir at this lock has therefore become indispensable. Plans and specifications were prepared for letting the work in 1860.

There is a great want of basin and wharfage accommodation on the canal at Montreal. The completion of the St. Gabriel and wood basins, and construction of others on the south side of the canal, in connection with Basin No. 2, may be considered of vital importance to the commercial interests of the country.

Parties in the wood, timber and lumber trade suffer much inconvenience in consequence of the limited space at the wharves and basins set apart for their accommodation. This branch of the trade is yearly increasing, and forms one of the most important branches of our commerce, and really deserves special attention.

The manufactories established within the last few years at the locks on the line of this canal, contribute largely to the industry and trade of the country; at the same time, the navigation of the canal has been rendered difficult by the draft of water required for propelling the machinery connected with them—so much so that great complaints are made by the forwarding interests. It is, therefore, evidently for the interest of all parties, that the canal should be improved in such a manner as not to interfere, if possible, with either interest, and at the same time improve both; which it is thought can be done by giving a greater sectional area to the prism of the canal without increasing the supply of water. This, to a certain extent, can be accomplished by removing the inside bank-slopes, or rather by changing them from two to one, to half to one, and walling them from canal bottom instead of from four to five feet below surface-water, as at present. This would increase the sectional area, and consequently reduce the current; vessels would pass free without grounding on the slopes, and the Berne-bank made available for discharging wood

and lumber for transhipment, &c., without interfering with the passage of vessels or flow of water.

Some idea of the manufacturing interest connected with this canal may be formed by the following statement, commencing—

At Côte St. Paul Lock, where there are two Flouring-mills capable of grinding 460 barrels of flour per day, with stores and elevators having storage capacity for 105,000 bushels of grain and 6000 barrels of flour. Also one Axe-factory, one Shovel-factory, one Seythe-factory, one Nail-factory, an Auger-factory, one Door and Sleigh-bell factory, one large Saw-mill, and one Cooperage with Saw-mill attached. These establishments are situated on the south side of the canal, below the lock, where there is only about six feet depth of water—that being a portion of the old canal that it was not considered necessary to improve when the canal was enlarged; but the time has come when it should be deepened to correspond with the enlarged canal, and suitable wharfage accommodation provided for these manufacturers.

At St. Gabriel Lock there are two Flouring-mills and stones capable of grinding 310 barrels of flour per day, with storage capacity for 114,000 bushels of grain and 5500 barrels of flour. There are also three Saw-mills, one dry-dock, two Foundries and finishing-shops, one Cotton-factory, one Machine-shop, Bolt and nut-factory, one Nail-factory, one Rubber-factory, one Woollen factory, one Agricultural implement and two Furniture-factories, one Saw-factory, one Axe-factory, one Cordage-factory and Plaster-mill, one Tannery and glove-factory, and two Door and sash-factories.

At Basin No. 2 there are three Flouring-mills capable of grinding 1250 barrels of flour per day, and four elevators with storage capacity for 540,000 bushels of grain and 34,000 barrels of flour; besides a grain-drying establishment and elevator with storage capacity for 60,000 bushels of grain. There is also one dry-dock, two graving-docks, three nail and spike-factories, two rolling-mills, one saw-mill, one oil, drug and plaster-mill, and one machine-shop.

Houses should be provided for the accommodation of persons employed in working the locks and bridges; they are obliged to be in constant attendance day and night, and experience much hardship for the want of proper lodgings in the immediate vicinity of their work.

A suitable building should be erected for the storage and safe-keeping of public property, which annually collects here for the service of the canals and light-houses.

The facilities for managing timber in the basin at Lachine, as well as its capacity, would be greatly increased by dividing it with cross-booms into five compartments. This arrangement would reduce the cost of placing the timber in the basin, and accommodate a large quantity by keeping it more compact. It would also be less liable to break up and get scattered throughout the entire basin. These booms are estimated to cost \$3025.

The galls-frame, with other portions of the wood work and suspension-cables at Côte St. Paul, Wellington Street and Montreal bridges, have been broken by vessels, and only temporarily fixed. They must all be permanently repaired during the winter.

It will be necessary to shut off the water in April for building the new bridge at St. Gabriel Lock and for the necessary Spring repairs, which will consist mainly in grouting and pointing the lock and dock-walls, cleaning deposits collected in the bottoms of the locks and canals, refitting and repairing lock-gates, repairing the slope-walls, retaining-walls, wharves, bumping-posts, &c.

The supply of spare lock-gates, including those asked for in last year's report (now under contract), it is thought, will be sufficient to meet ordinary demands.

The following amounts were collected previous to the 30th day of June, besides regular tolls and rents, viz. :—

For Fines and Damages by order of the Superintendent..\$	81 00
For dues on firewood at Lachine.....\$	48 99
“ on timber in basin at Lachine.....	291 90
	340 89
“ on graving-dock at Montreal.....	103 50
For vessels wintering in canal	512 25

For storage in flour-sheds.....	645 58
Dues on vessels entering canal from lower ports, and on firewood.....	1,018 62
Total	\$2,701 84

There was \$4 975.57 expended for repairs between the 1st January and 30th June 1864. The probable amount required for the same period in 1865 is estimated at \$5,357.50.

CHAMBLY CANAL.

This canal is twelve miles in length, and forms a navigable channel past the rapids in the Richelieu River, between the Chambly Basin and St. John's; it has nine locks 122 feet long by 23½ feet in width, with seven feet of water on the sills, but owing to the large amount of deposit annually brought into the canal from the surface, ditches and creeks, the navigation is practically reduced to from six to six and a half feet. A large amount of this deposit was removed before opening the canal, but the heavy rains of May and June always bring in large quantities, especially at Wood's Creek, where it must be removed by temporary dredges during the season of navigation. The bottom of the canal is generally too narrow for the class of vessels trading on this route. Portions of the inside bank-slopes should therefore be removed, and the canal deepened to accommodate this class of vessels. The most economical and expeditious mode of accomplishing it would be by dredging, but the dredges in use on the other canals are too wide to pass the locks on this canal; it would therefore be necessary to reduce the width of one of them about two feet before it could be made available for this work. The benefit to be derived from the change would well repay the extra cost.

During the winter two pairs of new lock-gates were built, the wood work of bridges 7, 8 and 9 renewed, and the gates, bridges, sluice-frames and gates generally repaired by the men employed on the permanent staff.

A large amount of work was done before opening the canal in the spring, which consisted principally in rebuilding a portion of the recess and breast-walls at Lock No. 7 and the east abutment at Bridge No. 6, pointing lock-walls and bridge abutments, rebuilding and repairing the slope walls, cleaning out the canal, etc., etc.

The canal was opened for the passage of vessels on the 5th day of April, and successfully maintained, without any serious interruption, until the close of the year.

A new foot-bridge, four feet in width, was attached to the upper gates of Lock No. 1 at St. John's, to form a safe crossing for parties going to the river for water.

A new ferry-scow has also been placed between the main land and upper end of Ste. Thérèse Island for the accommodation of the inhabitants on the island.

Fifty-six tons of stone were used in strengthening and protecting the banks weakened by the heavy and continuous rains of May and June.

The lock-walls, bridge-abutments, and other structures on this canal are light, and not calculated to resist the concussion caused by coming in contact with the large class of vessels now trading on this route. This defect adds largely to the cost of maintenance.

The lock and bridge-tenders will be employed during the winter in repairing and rebuilding such of the lock-gates, bridges, etc., etc., as may be found necessary.

Preparations should be made for repairing the upper end of the wharf at St. John's, as early in the season as practicable.

The cost of ordinary repairs and maintenance from January to July, 1865, will be about the same as in former years, and is estimated at \$4,550.

ST. CURS' LOCK AND DAM.

These works are situated on the River Richelieu, about one and a half mile above the Village of St. Ours. They raise the water four feet and improve the navigation of the river to the Chambly Basin, a distance of about 30 miles.

The ice in the river broke up early and passed off without doing any material injury to these works. The first vessel passed through the lock on the seventh day of April, when the navigation was fully opened for the season.

These works are now in good order, and under ordinary circumstances, the expenditure for repairs previous to the 30th of June next will be very small, say \$150. Preparations should, however, be made for the delivery of stone for strengthening the dam during season of low water.

ST. ANN'S LOCK AND DAM.

These works are situated in the St. Ann's Rapids, at the foot of Lake of Two Mountains, and consist principally of a lock 190 feet in length by 45 feet in width, a wing-dam and guide-piers above, with guide and protection-piers below the lock.

The ice passed out of the river about the 20th of April, without doing material damage to any of the structures, and navigation was opened on the 23rd.

The water in the Ottawa River was unusually high during the month of May, creating a strong current and eddy at the foot of the lock; but the delays and difficulties of approaching and leaving the lock, so much complained of in former years, were avoided by vessels taking the channel outside of the long pier which was opened in 1861.

The probable amount required for repairs to 30th June, 1865, is estimated at \$125.

CARILLON AND GRENVILLE CANALS.

These canals pass the rapids in the Ottawa River, between Grenville and Carillon, a distance of about 12½ miles. They consist of three sections, viz.:—The Carillon Canal, which is 2.09 miles in length, with three locks and a feeder from the North River ¾ of a mile in length:

The Chute aux Blondeaux is 0.16 miles in length, with one lock, and the Grenville Canal 5.78 miles in length, with seven locks. These canals are generally in bad condition for transacting the large business now done through them. The prism between locks 9 and 11 is too narrow for the class of boats in use. These large vessels fill up the entire cut and stop the flow of water, causing serious delays to vessels below them. The banks and locks are also too low for the present draught of water, and it is not an uncommon occurrence to see them both overflowed. Some plan should, therefore, be devised for increasing the capacity of these canals, especially the narrow portion of the Grenville section. This can be done by enlarging the sectional area of the prism, and raising the banks and locks, so as to increase the depth of water, which could be made available in the spring and fall; but at season of low water the increased depth could not be obtained at the guard-lock. Greater width of canal must, therefore, be given to make the improvement available at all seasons.

The cut at the Chute aux Blondeaux is through solid rock, portions of which, it appears, were never excavated to the proper depth. At extreme low water, there is only about 4 feet at these points; but the down freight passes outside of the cut, so that the obstruction only interferes with upward-bound vessels, which are generally light.

The principal difficulty in the Carillon Canal consists in keeping up the supply of water in the dry season. This, to a great extent, could be remedied by enlarging the feeder to about double its present capacity.

There is also a great waste of water by leakage through the walls of Locks Nos. 2 and 3. An effort was made to stop the leakage at Lock No. 2 before opening the canal last spring, by grouting and pointing the walls, and puddling in rear; but the result was not altogether satisfactory. The defects appear to be at the counterforts, where the wall is broken. Rebuilding the walls is, therefore, the only sure remedy; but it is thought that by filling in concrete at the angles, the leakage would be checked, if not entirely stopped. It will, however, be necessary to rebuild a portion of the upper recess-wall, on the east side of Lock No. 3. The principal defect is in the culverts, which cannot be remedied except by rebuilding.

The breast-wall and mitre-sill at Lock No. 10 were rebuilt last April, and the walls of this and the other locks pointed and grouted. The lock-gates and sluice-frames were generally overhauled and repaired, and the bottom of the canals cleared. Special attention was given to the narrow portion of the Grenville Canal. The banks and slope-walls were also repaired, and the canal opened for the passage of vessels on the 2nd day of May. The navigation was afterwards interrupted for a few hours, at season of extreme high water, caused by the failure of the sluice-gates in the guard-lock at Grenville. Any other detention was caused by overloaded boats grounding in the canal.

The work of deepening the upper entrance of the Grenville Canal, by dredging, was commenced on the 21st day of June.

The lock-gates delivered in the fall of 1863 were not brought into use, but held in reserve to replace any that might give way or be accidentally broken; but the old gates are so much decayed, that it will be necessary to insert them next spring, together with those for Locks Nos. 2 and 3, asked for in last year's report. A full set of new gates must also be built for the guard-lock at Grenville. Portions of the breast-wall and mitre-sill, at Lock No. 10, must be rebuilt before opening the canal next spring.

The importance of maintaining these canals in an efficient state is yearly becoming more apparent. There was \$3,863.85 expended in ordinary repairs, between the 1st January and the 30th day of June 1864. The repairs for the same period in 1865 are estimated to cost \$3,930.

I am, sir,

Your obedient servant,

(Signed)

JOHN G. SIPPPELL,

Superintending Engineer.

BEAUHARNOIS CANAL.

STATEMENT of the Estimated Cost of Ordinary Repairs from 1st January to 30th June 1865.

Structures.	ITEMS.	Quantities.	Prices.	Amounts.	Totals.
Locks	General repairs.....	9	\$ 100 00	\$ 900 00	1100 00
	Painting Nos. 7, 8, 9 and 14.....	4	50 00	200 00	
Bridges	General repairs	7	50 00	350 00	850 00
	Rebuilding wood-work at Lock No. 7 and St. Timothy.....	2	250 00	500 00	
Prism of Canal and Banks	General repairs.....	say	.....	1000 00	1300 00
	Mooring-posts	50	2 00	100 00	
	Stone	50	4 00	200 00	
Ditches and Culverts.....	Cleaning ditches and culverts.....	say	.....	.....	300 00
Lock-Houses.....	General repairs	23	20 00	.....	560 00
Dykes and Dams.....	General repairs	say	.....	.....	250 00
	Total.....				\$4360 00

LACHINE CANAL.

STATEMENT of the Estimated Cost of Ordinary Repairs from 1st January to 30th June 1865.

Structures.	ITEMS.	Quantities.	Price.	Amounts.	Totals.
			\$ cts.	\$ cts.	\$ cts.
Canal Banks and Prism...	General repairs.....	say		1500 00	1562 50
	Mooring-posts.....	25	2 50	62 50	
Locks	Pointing walls, etc.....	5	100 00	500 00	960 00
	Gates, mitre-sills, etc.....	5	50 00	250 00	
	New chains for gates.....lbs.	3500	0 06	210 00	
Wharves.....	Pine plank.....pieces	3500	0 30	1050 00	1670 00
	Cedar sleepers.....lin. feet	2000	0 06	120 00	
	Pine timber....."	2000	0 20	400 00	
	Spikes.....lbs.	1000	0 10	100 00	
Flour-Sheds.....	Water-conductors.....	say		50 00	150 00
	Roofs.....			100 00	
Dock-Walls.....	Pointing and grouting.....	say			300 00
Bridges.....	Pine plank.....F. B. M.	10000	20 00	200 00	715 00
	Spikes.....lbs.	250	0 10	25 00	
	Oak timber.....cub. feet	300	1 00	300 00	
	Wire cables.....lbs.	1500	0 06	90 00	
	Pine sleepers.....lin. feet	500	0 20	100 00	
	Total.....				\$3357 50

CHAMBLY CANAL.

STATEMENT of the Estimated Cost of Ordinary Repairs from 1st January to 30th June 1865.

Structures.	ITEMS.	Quantities.	Prices.	Amounts.	Totals.
			\$ cts.	\$ cts.	\$ cts.
Prism of Canal and Banks	Cleaning bottom.....	say		1500 00	2000 00
	Protecting banks.....			500 00	
Locks	Oak timber for gates.....cub. feet	600	1 00	600 00	1750 00
	Pine timber....."	500	0 20	100 00	
	Iron-work.....	say		150 00	
	General repairs, painting, &c.....	9	100 00	900 00	
Bridges	Pine timber.....cub. feet	1000	0 20	200 00	650 00
	Pine plank.....F. B. M.	5000	20 00	100 00	
	Iron-work.....	say		100 00	
	Repairs to abutments.....	5	50 00	250 00	
By-Washes	General repairs.....	3	50 00		150 00
	Total.....				\$4550 00

ST. OURS LOCK AND DAM.

STATEMENT of the Estimated Cost of Ordinary Repairs from 1st January to 30th June 1865.

Structures.	I T E M S .	Quantities.	Prices.	Amounts.	Totals.
Lock	General repairs.....	say	\$ cts.	\$ cts.	\$ cts.
	Fitting up gates.....			50 00	
				50 00	
Piers	Cutting ice.....	say			100 00
					50 00
	Total.....				\$150 00

ST. ANN'S LOCK AND DAM.

STATEMENT of the Estimated Cost of Ordinary Repairs from 1st January to 30th June 1865.

Structures.	I T E M S .	Quantities.	Price.	Amounts.	Total.
	General repairs.....	say		\$ cts.	\$ cts.
					125 00

CARILLON AND GRENVILLE CANALS.

STATEMENT of the Estimated Cost of Ordinary Repairs from 1st January to 30th June 1865.

Structures.	I T E M S .	Quantities.	Prices.	Amounts.	Totals.
Locks	General spring repairs.....	11	\$ cts.	\$ cts.	\$ cts.
	Removing old and inserting new gates.	7	100 00	1100 00	
	Concrete behind walls at Lock No. 2.....	50	5 00	250 00	
	Taking down and rebuilding portions of Lock No. 3.....	75	6 00	450 00	
	Rebuilding breast-wall and mitre-sill, Lock No. 10.....	25	6 00	150 00	
					2300 00
Bridges	Repairs.....	2	15 00	30 00	
					30 00
General repairs to Prism of Canal.....	Cleaning bottom, Carillon Canal.....	say		250 00	
	“ North River feeder.....	“		250 00	
	“ bottom of Grenville Canal.....	“		450 00	
					950 00
Banks, &c.....	Repairs to banks, roads, &c.....	say			650 00
	Total.....				\$3930 00

STEAM DREDGE.

STATEMENT of Estimated Cost of Repairs from 1st January to 30th June 1865.

Structures.	ITEMS.	Quantities.	Prices.	Amounts.	Totals.
			\$ cts.	\$ cts.	\$ cts.
Vessel	Docking and repairing.....	say		400 00	500 00
	Scows.....	2	50 00	100 00	
Engine.....	Blacksmiths' work.....	say		150 00	250 00
	Engineer and assistant.....	"		100 00	
Working Dredge.....	Working expenses.....months.	2	650 00		1300 00
	Total.....				\$2050 00

APPENDIX D.

REPORT OF THE SUPERINTENDENT OF THE RIDEAU CANAL.

OTTAWA., 3rd December, 1864.

SIR,—I have the honor to acknowledge the receipt of your letter dated 3rd November, (No. 51,970), requesting me to prepare and submit a report of the works under my charge, during the period embraced between the 1st January and 30th June 1864.

There is nothing of importance to report during this period. The most pressing of the repairs were performed in due time, and the canal was opened for navigation at the Kingston end on the 28th of April, and throughout on the 1st of May.

The water in the Ottawa River, at the foot of the combined-locks, was unusually high this season. A statement of the highest and lowest water, as measured on the lower sill and registered, is appended. The spring floods in the Rideau River passed without doing material damage to the canal.

I beg respectfully to draw your attention again to the trouble experienced at the entrance to the canal at Ottawa, on account of the saw-dust, slabs, edgings and other refuse that is thrown or allowed to fall into the Ottawa River from the saw-mills at the Chaudière. An extra man has been required to assist the lock laborers in clearing away the rubbish from the gates,—and barges and other vessels have frequently to be warped, through the accumulation floating on the surface of the water, and detention to steamers has often occurred; but the most serious damage is, that the navigable channel is fast filling up.

Additional wharfage accommodation will soon be called for by the fire-wood people and others, as the land adjoining the basin, set apart for landing fire-wood and shipping lumber, has lately been leased to private individuals. The basin will have to be deepened, and wharves made. There is no other alternative that I am aware of to accommodate the increasing traffic.

The by-wash from the canal at Ottawa traverses a portion of Lower Town through streets and building lots; it has become a nuisance in the more thickly populated portions of the city, and the inhabitants are desirous of having it covered over, so that the streets can be properly formed.

The canal is now in a tolerable state of repair; nearly all the waste-weirs have been rebuilt lately, and furnished with new crabs and improved machinery, and conveniences

for hoisting the stop-logs. A pair of gates at Merrickville, and also at Upper Brewers will have to be rebuilt. It will not be safe to trust the present ones another season; they are too much decayed for patching.

Nothing has been expended on the canal for some time past, except what has been absolutely necessary to maintain navigation. Its appearance would be much improved by a little paint and repairs to the fences, outbuildings, and general trimming up. It would take about \$2,000 for this purpose.

A statement of the repairs made to the canal during the past winter will be found appended; also, a statement of the total cost of management and repairs from 1st January to 30th June of this year.

Bridges have been petitioned for over the canal at different places; they are not required for the service of the canal, but are rather an obstruction to the free navigation thereof. They are solely necessary for the accommodation of the public, and it is somewhat difficult to decide where they would do the most good, or to satisfy so many claimants for bridges.

The lockages at Kingston Mills, in May and June 1864, were 1,242 against 987 during the same period of last year. The tolls collected during the same period of 1864 are \$1,857, against \$1,820 during the same period of last year.

The lockages at Ottawa were 382 in May and June 1864, against 411 during the same period of last year. The tolls received during the same period of 1864 are \$921.07, against \$819.50 during the same period of last year.

I have the honor to be, sir,

Your obedient servant,

(Signed)

JAMES D. SLATER,

Superintendent, R. C.

F. Braiin, Esq.,

Secretary, Department of Public Works,

Quebec.

RIDEAU CANAL.

STATEMENT showing the highest and lowest water in the Ottawa River at the Entrance Lock, as measured on the Lower Sill by the Lock Master, and registered in this Office, since the year 1844.

Year.	Date.	Highest water.	Date.	Lowest water.	
		ft. in.		ft. in.	
1844.....	May 1.....	21 9.....	Oct. 1.....	7 7	
1845.....	" 1.....	24 0.....	Sept. 1.....	7 7	
1846.....	" 25.....	28 6.....	" 22.....	4 6.....	Highest and lowest.
to					
1850.....	" 15.....	20 10.....	" 1.....	7 0	
1851.....	" 15.....	20 6.....	Oct. 1.....	7 3	
1852.....	" 15.....	22 9.....	Sept. 15.....	7 9	
1853.....	June 1.....	18 0.....	" 1.....	7 2	
1854.....	May 15.....	19 9.....	" 15.....	6 7	
1855.....	" 15.....	21 8.....	" 1.....	7 6	
1856.....	" 1.....	15 6.....	Aug. 15.....	7 2	
1857.....	June 1.....	21 9.....	Nov. 1.....	9 5	
1858.....	" 1.....	18 0.....	Sept. 1.....	8 7	
1859.....	May 15.....	20 1.....	" 1.....	7 6	
1860.....	" 15.....	19 9.....	" 15.....	7 4	
1861.....	" 15.....	24 10.....	" 15.....	8 0	
1862.....	" 15.....	19 11.....	" 1.....	6 5	
1863.....	" 1.....	17 10.....	" 15.....	5 11	
1864.....	" 15.....	24 11.....	Aug. 20.....	5 6	

APPENDIX E.

REPORT OF THE SUPERINTENDENT OF THE OTTAWA WORKS.

OTTAWA WORKS.

Ottawa, 7th December, 1864.

SIR,—I have the honor to acknowledge the receipt of your circulars No. 8⁵¹⁹⁷¹_{523 03}, of the 3rd and 29th ultimo, requesting me to prepare and transmit to the Department a report on the works under my charge, during the period embraced between the 1st of January and 30th day of June 1864.

Having been authorised by the Honorable the Commissioner of Public Works, in communication No. 48625, dated 27th January 1864, to proceed with certain repairs enumerated and estimated by me in my annual report on the Ottawa Works for 1863, I have to state that repairs were executed at :

Boom at mouth of Du Moine River.
 Joachim Slide, Ottawa River.
 Two dams on north branch of Petewawa River.
 Dams on south do do
 Calumet Slide, Ottawa River.
 Mountain do do
 Cheneaux Boom, do
 Burnstown Boom, Madawaska River.
 Arnprior Slide, do
 Piers at head of Chats Rapids, Ottawa River.
 Chats Slide, do
 Ottawa and Hull Slides, do
 Roadway of Union Suspension Bridge.
 Gatineau Booms and Carillon Dams, Ottawa River.

These repairs were completed in due time, and at all the stations the works were ready for the passage of timber on the opening of navigation.

Last spring the waters of the Ottawa River, and certain of its tributaries, rose to an almost unprecedented height; and as large quantities of timber went adrift on the Madawaska and Gatineau Rivers, considerable damage was done, through breakages, to the works on these streams.

Early on Monday morning, the 2nd of May last, the Government boom near the mouth of the Gatineau River, which for some time previously had been subjected to a great strain from the accumulation of a vast number of saw-logs and pieces of square timber, gave way; but the damage was repaired as speedily as possible. I reported this occurrence to the Department on the 4th of May.

From a similar cause, the retaining-boom at the mouth of the Madawaska river broke on the morning of the 4th of June. The interruption to the running of timber was of short duration, however, as, through the exertions of the Acting Deputy Slide Master, his assistants and the raftsmen, the boom was temporarily repaired the same day. Further up the Madawaska, the works were a good deal shattered, as already reported to the Department.

In a future report, I will advert to the steps to be taken with the view of guarding against such accidents in future.

The works at other stations on the Ottawa and its tributaries were but little damaged by the spring floods.

NEW WORKS.

On the 14th day of January last I was instructed by the Honorable the Commissioner of Public Works to fence in the Government Reserve at the west end of Pooley's Bridge, in this city; after the snow left the ground, I caused the Reserve to be surveyed, and the fence was erected immediately thereafter.

Having been authorized by communications Nos. 48992 and 48993, dated 3rd March last, to procure materials for the Petewawa and Du Moine improvements, I arranged with M. David Moor, of this city, for the timber, and as much of the iron spikes and rock-bolts as would be necessary for the foundation of the proposed dams, &c., on the north branch of the Petewawa River, between Cedar Lake and Thomson's Rapids.

The contract was signed on the 23rd of March, and Mr. Moor at once set about preparing the materials.

The improvements at Long Rapids, on the Upper Du Moine, were undertaken by Mr. James Goodwin, at the request of certain lumber merchants connected with that river, and the dams were completed by the opening of navigation, and in successful operation last running season.

I have the honor to be, sir,

Your most obedient servant,

(Signed) HORACE MERRILL,
Supt. of Ottawa Works.

APPENDIX F.

REPORT OF THE SUPERINTENDENT OF THE ST. MAURICE WORKS.

SUPERINTENDENT'S OFFICE, ST. MAURICE WORKS,
Three Rivers, Nov. 24th, 1864.

SIR,—I have the honor to acknowledge the receipt of your letter of the 3rd instant, informing me that the period of closing the fiscal year has been changed, and is now fixed for the 30th June; and also requiring me to submit to the Department a report on the state of the works during the period between the 1st January and the 30th of June 1864.

There is little information of importance, within the time mentioned, that has not already been communicated. All the works have been operated the past year with much success, and with somewhat less than the usual casualties.

The works are now getting old, and, as a natural consequence, the amounts of money that will be required for repairs from year to year will increase.

On the 2nd of August last I submitted to the Department an estimate of the repairs required for the fall of 1864 and the winter and spring of 1865, amounting to \$4,913.04. This estimate being approved, and the expenditure authorised, repairs were immediately commenced, and such portions of the work as could be most advantageously done during the fall are now complete. When the remainder are finished, the works will be in excellent order.

The cost of maintenance from the 1st of January to the 30th of June 1864, is about the same as for the corresponding period of last year, although wages this season have been somewhat higher.

Expenditure from 1st January to 30th June 1864.....	\$4,361.26
do do do 1863.....	4,309.52

As it appears to be necessary to obtain the sanction of the Provincial Parliament before any monies can be expended upon the works, and as it will be quite impossible before the freshets are over, next spring, for me to say what amount will be required for repairs, or to make any detailed estimate whatever, I would beg to suggest to the Department the necessity of asking for a sum of money, for such probable repairs, of not less than \$8,000.

I have noticed several times, in my annual reports, the necessity that exists for improving some of the principal tributaries of the River St. Maurice. I am now still more strongly of the opinion that were such tributaries as the Matawa and Vermillion improved upon the same principle that the Madawaska, Petawawa, Dumoine, Coulonge and other tributaries of the River Ottawa have been improved, that the result would be profitable, alike to the Government, to the Lumberman, and to the country generally.

All of which being respectfully submitted,

I have the honor to be, sir,

Your most obedient servant,
(Signed) HENRY R. SYMMES,
Superintendent.

F. Braün, Esq.,
Secretary, Dept. Public Works, Quebec.

APPENDIX G.

REPORT OF G. F. BAILLARGÉ, C. E., ON PUBLIC ROADS, HARBORS, PIERS AND BRIDGES.

DEPARTMENT OF PUBLIC WORKS,
Quebec, 27th December, 1864.

F. BRAUN, Esq., Secretary of Public Works, Quebec.

SIR,—I have the honor to report as follows, respecting the progress, condition, and outlay on the various roads under the management of the Department of Public Works:—

This report is up to the 30th of last June, such being the limit for the last fiscal year which my instructions refer to.

During the first half of the present year, little progress has been made with the various roads under consideration, for the reason that the end of June is generally the time when such works are commenced in the country parishes. Most of the contractors belong to the class of agriculturists, whose custom it is to complete their farming operations in the spring of the year, before attending to any other work.

A breadth of at least 66 feet should be required for all Government roads, especially across Crown lands, and the Agents of Colonization should be instructed to prevent settlers from encroaching with their fences on such road reserve.

Encroachments have been made, from year to year, on several of the roads. The fence posts are driven into the road-bed, or close to the ditches. In some cases the fences, on either side of the roadway, are only from 15 to 20 feet apart; in most cases they are seldom more than 30 or 36 feet apart, instead of 66. The ditches are obstructed in summer, snow accumulates in winter, and the public are put to the greatest inconvenience by those who enjoy the greatest benefit from the roads.

A clearing of at least 100 feet around bridges, and from 30 to 50 feet along side-wharfing, should be required wherever a road passes through the forest; otherwise they will be constantly exposed to damage or destruction by fire. The Colonization Agents should compel the settlers to use all due precautions when setting fire to their clearings, in such cases. Owing to the danger from fire, the construction of side-wharfing should be avoided as much as possible.

Whenever a road, or any portion of the same, is constructed in an unsettled part of the country, it should be sown immediately with grass-seed. The quantity per superficial arpent should be about $\frac{1}{2}$ a gallon of timothy, 1½ lb of red, and 1½ lb of white clover, mixed together. This is the only means of preventing the road-bed from being obstructed and eventually destroyed by a second growth of timber, as is generally the case on most of the roads below. On good soil, three years suffice for the second growth to attain a height of from 4 to 6 feet, and a diameter of from 1 to 2 inches.

After the completion of any road, some means should be adopted for its future maintenance. The portions within the bounds of a municipality should be left to its charge, as already provided for by law. Those across the free grant settlements should be left to the charge of the settlers, under the supervision of the Agent of Colonization, as also provided by law, but not enforced; otherwise, the item of repairs will become a permanent charge on the funds of the Province, and the best constructed roads will become impassable in the course of a few years.

In the granting of timber licenses, a reserve should be made of all the timber required for Government works. A reserve of the right of taking timber, gravel, or other materials requisite for such works should also be made in all land grants, together with a reserve of 66 feet breadth of land for the right of way. Some of these provisions may exist already on paper, but they are seldom enforced for want of proper authority.

The smallness of legislative grants made each year for the construction of several of the roads is such, that only a few miles can be finished yearly. This adds greatly, not only to the cost of superintendence, but also to the cost of construction. It costs little more to superintend 10, or even 20 miles, than what it does to superintend 3 or 6 miles. On roads of considerable length, which can only be used when opened throughout, if one portion is completed several years before the remainder, it grows over with brush and has to be made a second time. This applies particularly to the Malbaie and Grande Baie Road.

ROADS BELOW QUEBEC, ON NORTH SHORE OF ST. LAWRENCE.

MALBAIE AND GRANDE BAIE ROAD.

Total length from main road on the St. Lawrence to Baie of Ha! Ha! Church Saguenay, 76 miles, 10½ of which, at the Malbaie terminus, made by inhabitants.

Work done or in progress by Government, under Paschal Bouchard, Local Superintendent:—

8	miles—near Grande Baie or Baie of Ha! Ha!	18 feet wide, finished as a summer road.
15	“	opened as a summer road 12 feet wide, including the clearing at the Passe de Monts and at the River St. Jean, not yet completed, although passable.
42	“	opened only as a winter road, eight feet wide, require to be completed as a summer road.
<hr style="width: 20px; margin-left: 0;"/>		
Total 65½	“	which are being made by the Department.

Work commenced in 1856 and continued in 1859, 1860-'1-'2.

No work done from 1862 to 30th June, 1864.

ROAD OF THE MARSHES, OR CARTIER ROAD.

This is a branch road, about 25 miles in length, from the intersection of the Grande Baie and Anse St. Jean Roads, to the settlements on the opposite or north-east side of the Malbaie River.

In a former report I recommended the opening of this road as a winter route, it being several miles shorter and much more advantageous than the road just described, so far as grades are concerned.

Although no expenditure was incurred for this work up to the 30th of last June, measures were taken to proceed with it subsequently, under the local superintendence of Mr. Lapointe.

CALLIÈRES ROAD.

From Rivière Noire to St. Catherine, at the mouth of the River Saguenay.—Total length about 19 miles.

Work commenced in 1855.

Finished	7 miles.
Unfinished	12 “

This is a continuation of the main North Shore Road, from the Seignior of Mount Murray, thence across the Townships of Callières and Saguenay to the mouth of the Saguenay, opposite to Tadousac.

According to the report of J. McLaren, the local superintendent, it is completed to within 2½ miles of the Baie des Rochers, and the lands along the finished portions of the road are being settled rapidly.

No expenditure has been incurred this year, up to the 30th June.

ESCOUMAINS ROAD.

An extension of main North Shore, from Tadousac, at the mouth of the Saguenay, to the village of the River Escoumains.

Work commenced in 1856.

F. TÉTU, Local Superintendent since 1857.

Work Done.

Practicable as a winter road, from Tadousac to Little Bergeronnes.	
Distance not measured. Superintendent supposes it to be.....	12 miles.
And as a summer road, from Little Bergeronnes to Escoumains.	
Per Superintendent	16 “
<hr style="width: 20px; margin-left: 0;"/>	
Total length—say.....	28 “

Nothing expended from 1st January to 30th June, 1864.

Previous expenditure, \$4,569.50.

The construction of the bridge, which it was proposed to construct across the Great Bergeronnes River, in the summer of 1864, has been postponed until the summer of 1865.

ROADS BELOW QUEBEC, ON SOUTH SHORE OF ST. LAWRENCE.

TEMISCOUATA (OR WESTERN CANADA AND NEW BRUNSWICK) ROAD.

From main South Shore at Rivière du Loup, to Madawaska Road at Provincial Boundary Line, leading to St. Andrew's, on the Bay of Fundy.

Finished 65.18 miles.
Half-finished, but passable in summer. 1.75 "

Total length. 66.93 "

No work done from 15th October, 1862, to 30th June, 1864.

This intercolonial thoroughfare, where new settlements and traffic are increasing, is in a very bad condition: between Lake Temiscouata and the St. Lawrence, where the traffic is the greatest and the settlements the most numerous, the road-bed, wherever clay soil occurs, is so cut up, and some of the culverts are so much damaged, that travelling has become absolutely dangerous on the route, especially at night.

Its present condition, however, is no matter of surprise, considering that the road has not been kept in repair from year to year.

The best-constructed road, under the same circumstances, would stand in the same urgent need of repairs.

The total distance from Quebec to Halifax by this route, according to official reports, is 710 miles.

METAPEDIAC (OR EASTERN CANADA AND NEW BRUNSWICK) ROAD.

From Ste. Flavie on the St. Lawrence, to James Sillars' on the Ristigouche Road, which connects at Cross-Point with the Baie des Chaleurs Road and that of New Brunswick.

The ferry between Cross-Point and Campbellton, across the Ristigouche, connects the Canada and New Brunswick roads.

Total length, 96.73, French—98.40 English miles; road breadth generally 22 feet, except alongside cuts, where it is reduced to 16 feet or less.

Work commenced in July, 1857, on south end, and in May, 1859, on north end, under Jean Lefebvre and J. B. Lamontagne, Local Superintendents. Joseph Rosa, successor to the former Superintendents since July, 1862.

	French miles.
Length of road finished.	54.55
“ partly finished and passable	6.75
“ to be put under contract in summer of 1864, and to be completed in fall of 1865.	35.43

Total, as above. 96.73

Last March, Mr. Rosa was instructed by the Department to explore the country along the northern and southern divisions of the route, in order to ascertain whether or not the remaining 35.43 miles to be constructed could be located on the Crown Lands beyond the Seigniori of Metapediac.

It appears from his report that no favorable land could be found beyond those limits: he was, therefore, instructed to locate it on the best ground to be found on either side of the present Kempt Road, which was done accordingly; a portion of the line I traced in 1858 was shifted from dry to wet ground, in order to shorten the distance. The new road on the central division will be far superior, as to grade, than the old road.

Subsequently, in May, he was authorized to alter a portion of the road that had been abandoned by contractors on the southern division; this, also, was attended to.

Scarcely more than three-fourths of a mile of road have been completed during the period reported on.

On the northern division, the work done hitherto has stood well, but needs some repairs and improvements.

On the southern division, where the road has been constructed across deep ravines, on the slope or at the base of the mountains, and, in many places, on very rocky ground,

various repairs and improvements are wanting; these consist chiefly in side-railing, widening, ditching. The bridges and side-wharfing, destroyed by fires last May and June, must be repaired with as little delay as possible. These fires were the result of absolute recklessness on the part of two or three persons, as previously reported.

The Metapediac Road is now settled for a distance of more than thirteen miles at each end. The intermediate settlements are from six to nine miles apart.

Its completion will, for the first time, supply an excellent carriage road to the inhabitants of the Baie des Chaleurs, which has been settled more than eighty years, without any proper outlet to the St. Lawrence. Its great importance as a military road is self-evident.

In order, however, that it may be available to the public at the time when it is most required, it is absolutely necessary that the mails should be carried over it, in winter, with horses.

A good road, at all seasons of the year, would ensure a speedy settlement of the entire route.

METAPEDIAC AND KEMPT ROAD.

No. 1.—GENERAL STATEMENT shewing the length of Road made, in progress of construction and to be constructed, together with the expenditure incurred and to be incurred on each Division, and the probable cost of completion of the works, of the widening, &c., of the portions made as a Colonization Road, of the survey and plans and of the repairs of the Metapediac Road since the fires of 1864—and also the amount paid for repairs on the Kempt Road.

Description.	Length of Road in French miles.				Amount paid.	Amount payable on works in progress.	Probable cost of road not under contract, improvements, damages, &c.	Total cost of Completion.
	Finished	In progress.	Not yet contracted for.	Total Length.				
<i>Metapediac Road.</i>					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Northern division....	25.91	.....	6.18	32.09	34035 39	70 39	10000 00	44105 98
Central do .....	.....	.....	27.29	27.29	.....	.....	36500 00	36500 00
Southern do, &c....	28.64	6.75	1.96	37.35	72020 55	3305 05	2000 00	77325 60
Totals.....	54.55	6.75	35.43	96.73	106056 14	3375 44	48500 00	157931 58
Widening side-railing and improving portion of road constructed as colonization road, on southern division, &c., and sowing grass-seed on unsettled portions. }							6000 00	6000 00
Total probable cost of Metapediac Road, if finished as a military road on its whole length of 96.73 French miles—98.40 English miles. }								163931 58
Survey, plan of road, mile posts from Ste. Flavie to Cross-Point, about 109 miles—if done whilst road-work is progressing. }							3000 00	3000 00
<i>Kempt Road.</i> —Repairs made in 1860-'2-'3.....					1874 00			1874 00
<i>Metapediac Road.</i> —Repairs of damages caused by fires of May and June, 1864.....							3500 00	3500 00
Grand Total.....					\$ 107930 14	3375 44	61000 00	172305 58

(Cost of Superintendence about 13 p. c. heretofore.)

MATANE AND CAP DE CHATTE ROAD.

A portion of the main South Shore Road, from lot 9, Township of St. Denis, to chapel near Cap de Chatte River, 285 miles² below Quebec.

Total length, 36 miles 6 $\frac{1}{2}$ perches—French measure.

This road was commenced in 1857, and opened to the public in 1860, at which time it had not been properly completed.

Although it was improved subsequently, many improvements are still required.

These, according to the estimate furnished after my examination of the works last summer, will amount to nearly \$5,000.

If this sum is judiciously expended, the road will be quite practicable, and more serviceable to the public than hitherto.

The only outlay on this work, from the 1st of January to the 30th June of the present year, was \$869.00.

This sum, which is to be deducted from the amount estimated above, was chiefly towards the construction of a bridge about 50 feet in height across the ravine formed by the Ruisseau à Sem.

This bridge, which has been constructed in a very creditable manner, was not completed at the time of my inspection.

By means of this structure and that which I authorized to be constructed across the Ruisseau de la Wapper, four of the steepest hills on the road will be avoided.

The repairs on the above road are under the local and judicious management of Mr. Rosa.

The total outlay on construction and repairs up to the 1st July, 1864, amounts to \$24,251.46.

GASPÉ AND ST. LAWRENCE ROAD.

The road under the above name is that which connects Gaspé Basin with Grande Grève, Griffin's Cove and Fox River.

Work commenced in 1859.

The following sections of it were completed in 1862, at a cost of about \$17,700.00, inclusive of repairs.

From Watering Brook to Grande Grève, on north side of Gaspé Bay.....	miles	10
“ Gaspé Bay to Griffin's Cove, on the South Shore of the St. Lawrence.....		7
“ Griffin's Cove to Great Fox River, up the St. Lawrence.....		6
Total.....		23.00

The only outlay incurred from 1st January to 30th June this year, was for the construction of two breakwaters at the Watering Brook Bridge, and for sundry road repairs, amounting altogether to the sum of \$250.00. Mr. Antoine Painchaud, the Local Superintendent, was authorized to expend this amount for the purpose stated, last February.

The total outlay up to the 1st July this year amounts to \$16,295.68.

SOUTH SHORE.

GULF ROAD.

A continuation of the main South Shore Road from Cap de Chatte to Cap Rosier, connecting at Griffin's Cove with the new Government road leading from the St. Lawrence to the Bay of Gaspé.

Total length of road from Cap de Chatte to Cap Rosier, 143 miles, of which I locate 115 from Ste. Anne des Monts to Great Fox River, in 1861.

The portions constructed, and to be constructed, are as follows, viz:

	Length—Miles.
Cap de Chatte to lower end of Ste. Anne des Monts, or to Township Tourelle—made by inhabitants, excepting two bridges required on the Chatte and Ste. Anne Rivers	13.20
Ste. Anne des Monts to Great Magdalen River, termed the Western Division, which has been placed under the local superintendence of Mr. Charles Roy, the Agent of Colonization in that quarter, to be constructed	64.22
Great Magdalen River down to Great Fox River, termed the Eastern Division, which has been placed under the local superintendence of Mr. Antoine Painchaud, P. L. S., to be constructed.....	50.78
Great Fox River to Griffin's Cove,—finished under the name of Gaspé and St. Lawrence Road.....	6.00
Griffin's Cove to Cap Rosier—opened as a winter road. To be completed.....	9.00
Total length of road.....	143.20

of which 124 miles remain to be constructed.

Although nothing was done on the above unfinished portions up to the 30th of last June, steps were taken shortly afterwards to proceed with the work, from Ste. Anne des Monts downwards and from Fox River upwards.

It is highly desirable that this and the Cap Rosier section, which I have described fully in my reports of 1860 and 1862, should be constructed as speedily as possible.

The estimates shewing the cost of construction have been already furnished with the reports referred to.

CAUGHNAWAGA ROADS.

Across the Indian Reserve, between Caughnawaga, St. Martin and Chateauguay.

According to the report of Mr. J. G. Sippell, C. E., No. 69869, on 9th of last June, the following sums were still required for the repairs of the above, to be distributed in the following manner:

Bruneau Road.....	\$1660
Chateauguay	1693
Concession Road.....	800
Total	\$4153
Expenditure for ½ year ending 30th June, 1864.....	\$11 70
Previous expenditure up to 1st January, 1864.....	767 51
Total outlay up to 30th June, 1864.	\$779 21

ST. ZOTIQUE ROAD.

Between Cotcau Landing and Province Line, on north shore of Lake St. Francis.

Amongst the various roads I have examined from Port Dover down to Gaspé, there is not one in a worse condition than this.

It forms a portion of the main road between Montreal and Cornwall, upon which the traffic is greater than on many other sections of the same thoroughfare.

At one time it was an excellent road, but it has been destroyed by the waters of Lake St. Francis since the construction of the Beauharnois Dams.

The quantity of water in the side ditches is so great that they are used for driving saw-logs, and can be navigated with canoes part of the way.

The repairs, commenced in 1859 and continued in 1860, are far from being completed. The condition of the repaired portion is such that you can scarcely travel over it, the cross-ties of the side-logging, and the fascines on the bed of the roadway are not even covered with earth; the small quantity of earth that was put on has been either worn or washed away during the last four years.

The longer the repairs are delayed on this road, the more they will cost hereafter.

I cannot recommend their speedy completion too strongly.

It is as needless as it would be unfair to expect the municipalities to do this work at their own cost, as they derive little, if any, revenue from the lands laying waste on both sides of the road, owing to inundation; besides this, the traffic from the western part of the Province is as great, if not greater, than in the eastern section.

The outlay already incurred for the repairs in question is thus:—

In 1859.....	\$893 24
“ 1860.....	538 77

Total expenditure..... \$1,482 01

The amount still required for completion, according to estimate No. 68,955, furnished by Mr. J. G. Sippell, C.E., is \$4,020.

He states that the Municipal Council of Soulanges has asked for a sum of \$2,000 to assist them in repairing the road.

The repairs, however, cannot be done for that sum, nor could the local council supply the balance requisite to complete them in a permanent manner.

ROADS—CANADA WEST.

TORONTO OR YORK ROADS.

Total length, 73½ miles.—Completed in 1847 and 1848.

The roads known under the above title are as follows, viz:—

	LENGTH—MILES.
Lake Shore Road, from Toronto westward to River Humber.....	4
West York or Dundas Road, from Toronto westward to Springfield.....	19
East York or Kingston Road, from Toronto eastward to Rouge Hill.....	17
Yonge Road, from Toronto northward to Holland's Landing.....	33½
Total.....	73½

I made a careful examination of these roads last February and March. I afterwards furnished you with a report on the condition of each section, together with an estimate of the cost of the repairs required, and other matters, the whole in detail.

The outlay from the 1st January to 30th June, 1864, was as follows, viz:—

Dundas Road.....	\$2,404 77
Yonge Road.....	5,135 90
Kingston Road.....	2,089 42
General account.....	143 37
Total.....	\$9,773 46

All the outlay on the Lake Shore Road consisted in the preparation and delivery of broken stone which are available for the repairs.

HAMILTON AND PORT DOVER ROAD.

From Lake Ontario to Lake Erie.—Length, 37 miles.

This road, with the exception of the Mountain Section, near Hamilton, was completed

and in use in 1844; the Mountain Section was made available for public use in the spring of 1846. On the 15th October, 1850, it was sold to Rykman & Co., for \$30,800. It was afterwards assumed by the Government in June, 1863, since which time it has remained under the management of the Department.

At the time of my last inspection little work had been done beyond the repairs of the 24 miles between Hamilton and Hagarville.

The amount expended from 1st January to 30th June, 1864, was \$780.

All of which is respectfully submitted by

Your very obedient servant,

(Signed)

G. F. BAILLAIRGÉ.

HARBOURS AND PIERS BELOW QUEBEC.

LANDING PIERS.

On North Shore:—At Eboulements, Malbaie.

On South Shore:—At Berthier, L'Islet, Rivière Ouelle, Rimouski, Rivière du Loup.

From the date of my last report in October, 1863, up to the 30th June this year, no repairs were done on either of the above piers.

The position and nature of these works are such that any damage done to them by ice or otherwise should be repaired immediately afterwards.

Every year more or less damage is done, to repair which would cost but a small sum if attended to immediately, and a much greater sum if the repairs are delayed, even for a few months or less.

Hitherto it has been customary to lay the iron straps flat upon the outside sheeting, on the most exposed portions of the crib-work, at the outer end and upon the corners; these straps are placed from six to twelve inches apart; the exposed portion of the sheeting between the straps is eaten away in a short time by the ice, which afterwards tears the straps off, however well they may have been bolted.

Mr. Gauvreau now proposes, whenever new sheeting is required, to use rock-elm, six inches wide, and to place the iron straps vertically and edgewise between each joint of the sheeting.

By the new mode proposed, it is expected that when the elm sheeting is partly worn down between the vertical bars, the edges of these will cut any ice that may come in contact, and prevent any further damage.

GROSSE ISLE PIER.—(Completed in 1848.)

There has been no outlay on this work during the six months reported on.

HARBOURS AND PIERS ABOVE QUEBEC.

Port Dover, Lake Erie.

Chantry Island " Port of Southampton.

Rondeau Harbour, "

Port Stanley, "

Nothing has been expended for repairs or improvements at either of the above-named works.

Whitby Harbour—Lake Windsor.

" —Lake Ontario.

This harbour and its appurtenances were ordered to be delivered to the Port Whitby Harbour Company.

There has been no outlay on the works of this harbour from 1st January to 30th June, 1864, by the Department.

LINDSAY BRIDGE.

Across the River Scugog, at the foot of the Government Timber Slide, in the Town of Lindsay.

This is a new bridge that has been built in lieu of the old one across the former lock, now converted into a slide, the old bridge having been destroyed by fire.

The new structure, which consists of framed wood-work resting on two cut-stone piers and two abutments of the same material, is very substantial.

It was ready for public use on the 16th of last December, although not then fully completed.

I examined this work last February and June, at which time the removal of the coffer-dams, the repointing of the masonry, and the last coat of painting on the wood-work had not been finished.

Owing to some misunderstanding on the part of the contractor, the bridge was closed to the public from the 16th of December until the 6th of last February, when it was finally opened to the public.

The expenditure during the half-year ending 30th of last June amounts to.....	\$1652 50
Previous expenditure.....	2600 50

Total outlay up to 1st July, 1864.....	\$4253 00
--	-----------

have the honor to be, sir,

Your most obedient servant,
(Signed)

G. F. BAILLAIRGÉ.

APPENDIX H

STATEMENT shewing the result of the proceedings before the Provincial Arbitrators, from 1st January to 30th June, 1864.

Names of Claimants.	Subject of claim.	When referred.	Amount claimed.	Amount awarded.	With or without costs.	Date of award.
<i>Claims Awarded.</i>	Extra work to Jail and Court House at St. Joseph de la Beauce	1864. January 23	\$ cis. 1436 69	Nothing.....	Without	March 19, 1864.
<i>Claims still pending.</i>	Extra work to Jail and Court House at St. Hyacinthe.....	1863. February 20.....	13473 00	.....	.....	.....
Wm. P. Bartley	Offset against rent. Hydraulic lots, Lachine Canal	March 17. ....	.....	.....	.....	.....
Ira Gould.....	Compensation—Water withheld and land taken, Lachine Canal	April 20.....	39962 00	.....	.....	.....
Hon. A. E. Kierzkowski	Damages to water-powers, occasioned by the St. Ours Dam, Richelieu River.....	1864. March 28	6000 00	.....	.....	.....
J. Bte. Derome	Extra work to Landing Pior at Rimouski	June 8.....	3270 95	.....	.....	.....

F. H. ENNIS,
Secretary, Provincial Arbitrators.

QUEBEC, 30th June, 1864.

APPENDIX I.

STATEMENT OF SPECIAL SERVICES PERFORMED BY THE PROVINCIAL STEAMERS, FROM
THE OPENING OF NAVIGATION TO THE 30TH JUNE, 1864.

Lady Head.—In May and June the steamer *Lady Head* made three trips to Pictou, Nova Scotia, with the mail, passengers and freight, calling at the intermediate ports. Started on the fourth trip of the season on the 25th June.

Queen Victoria.—On the 17th May, the steamer *Queen Victoria* left on the 2nd trip of the season, replacing the steamer *Lady Head* which was detained over her time in the Gulf of St. Lawrence by ice; and during the month of June, was employed in towing.

Napoleon III.—The 21st of June, the steamer *Napoleon III* left for Belle Isle, in the service of the Trinity House of Quebec, to supply all the light-houses and provision depôts in the Gulf of St. Lawrence and also with several passengers and freight for the salmon fisheries of Mingan and other places on the North Shore.

Advance.—On the 21st April the steamer *Advance*, in the service of the Trinity House of Quebec, left to place buoys, and light-house in the traverse, and was for the most part engaged until 30th June in supplying the light-houses, replacing buoys lost, or out of position, in the River St. Lawrence, the balance of time being employed in towing.

J. U. GREGORY,
Book-keeper.

[Signed]

H. BUTEAU,
Manager.

OFFICE OF PROVINCIAL STEAMERS,
Quebec, 7th December, 1864.

APPENDIX I.—Continued.

PROVINCE OF CANADA, for Provincial Steamers, in account current with Department of Public Works.

1864.	Dr.	\$ cts.	1864.	Cr.	\$ cts.
Jan. 1...	To Balance at debit of steamers.....		June 30..	By Revenue from 1st January to date, paid Receiver General	8,072 09
"	" stock of coals, &c., on hand at this date.....	4,565 56	"	" stock of coals, &c., on hand at this date, and outstanding debts.....	7,048 78
June 30..	" amount expended from 1st January to date, for outfit, running expenses and repairs.....	6,867 80	"	" Appropriation 27 & 28 Vic., chap. 1, to 30th June, 1864.	18,000 00
" 30..	" do for fitting out "La Canadienne".....	10,888 81	"	" do do unprovided items, 1863.	4,565 56
" 30..	" do for advertising sale of steamers.....	1,658 73			
" 30..	" do	642 01			
" 30..	" do	2,063 52			
		\$32,686 43			\$32,686 43
			June 30..	By Balance.....	\$2,063 52

J. BAINE,
Book-keeper.

DEPARTMENT OF PUBLIC WORKS,
July, 1864.

REPORT

OF THE

MINISTER OF AGRICULTURE

OF THE

PROVINCE OF CANADA,

FOR THE YEAR 1864.

.....
Printed by order of the Legislative Assembly.
.....



QUEBEC;
PRINTED BY HUNTER, ROSE & CO., ST. URSULE STREET.
1865.

INDEX

TO THE

REPORT OF THE MINISTER OF AGRICULTURE.

	PAGES.
Title and Address.....	1
Changes in the organization of the Office.....	1
 I.—General Remarks :	
Quotation of the Report of 1862.....	1
Quotation of the Report of 1863	2
Want of a permanent officer as Deputy Head.....	2
Nomination of Mr. Taché.....	2
Reform of the interior economy of the Office.....	2
Classification of the Archives	3
New System	3
Attributions of the Department.....	3
 II.—Agriculture :	
Boards of Agriculture.....	4
Correspondence with the Commissioner of Agriculture in Washington	4
Agricultural School of Ste. Anne.....	4
Flax Cultivation.....	5
The Vine Cultivation.....	5
Tobacco Growing.....	6
 III.—Arts and Manufactures :	
Board of Arts and Manufactures.....	6
Resin and Turpentine.....	6
Dublin Exhibition.....	7
Fulfillment of the exigencies of the Law.....	7
Financial embarrassment of the Board of Arts and Manufactures of Lower Canada.....	7
 IV.—Lower Canada Colonization :	
Report of the Honorable Mr. Chapais	7
 V.—Immigration :	
Statement of the number of Immigrants.....	8
Sanitary condition of the late Immigration.....	8
Foreign Agents.....	8
Expenditure of the year 1864	8
New accounting arrangements.....	8
Negotiations with the United States authorities.....	8
Information for Immigrants	9
Exaggerated estimation of the number of those who settled in Canada.....	9
Inspection of Inland Agencies.....	9
The Belœil draw-bridge catastrophe.....	9
Appointment of a Commission to preside over the adjustment of claims.....	1
 VI.—Patents and Copyrights :	
Law concerning Patents.....	11
Admission of foreigners to the privilege of taking Patents.....	11
Depository of Models.....	12
Tabular Statement of the operations of the Patent Office.....	12
Principle of the non-responsibility of the Government in the granting of Patents.....	12
Printing of Canada Patents.....	13
Communication with the Board of Works for a room for Models at Ottawa.....	13
 VII.—Statistics :	
Absence of Canadian Statistics.....	14
Project of reform and statistical labor.....	14
Correspondence with sister Colonies	14
The Blue Book.....	14
 Addendum :	
A Memorial on the Cultivation of the Vine.....	16

CONTENTS OF APPENDIX.

COLONIZATION ROADS.

	PAGE.
Report of the Honorable Mr. Chapais	21
Report of the Inspector of Agencies	26
Statement of sums granted and paid for work done on the Colonization Roads in Lower Canada, from the 1st July to the 21st December, 1864	31
County of Chicoutimi.....	36
Kinogami Road.....	36
Rivière au Sable Bridge.....	38
Sydenham Road	39
County of Charlevoix	39
Road from St. Urbain to Grande Baie	39
Pied-des-Monts Lake Road	39
Settrington and De Sales Road.....	40
County of Montmorency.....	40
Cauchon Road.....	40
County of Quebec.....	41
Stoncham Road.....	41
Roche-Plate Road	41
County of Portneuf.....	41
Valcartier and St. Raymond Road.....	41
Montauban Road	41
Colbert Road.....	42
County of Champlain	42
Batiscan Bridge	42
St. Stanislas and St. Prosper Road.....	42
St. Narcisso Road	43
Fourth Range of St. Tite Road.....	44
St. Tite Road.....	44
Grandes Piles Road.....	44
County of St. Maurice.....	45
Yamachiche Bridge.....	45
Magnan Road.....	45
Counties of St. Maurice and Maskinongé.....	45
Road from St. Léon Springs to Caxton.....	45
County of Maskinongé.....	46
Mastigouche Bridge	46
St. Didace Road	46
River aux Ecorces Road.....	47
County of Berthier.....	47
St. Catherine Road.....	47
Counties of Berthier & Joliette.....	48
Matawin Road.....	48
County of Joliette.....	49
Rivière L'Assomption Road.....	49
County of Montcalm.....	49
1. Kilkenny Road.—2. St. Julienno Road.....	49
County of Terrebonne.....	50
North River Bridge	50
Abercrombie, Morin and Wexford Road.....	50
County of Two Mountains.....	50
Valleyfield Road.....	50
St. Columban Road	51
County of Vaudreuil.....	51
Rigaud Bridge.....	51
County of Argenteuil.....	51
Argenteuil Road	51
Chatham and Wentworth Road	52
Road on the 9th and 10th Ranges.....	52
Grenville and Arundel Road	53
East Outlet Road	54
Counties of Argenteuil & Ottawa.....	54
Grenville and Amherst Road	54
County of Pontiac.....	54
Bridge over Coulonge River.....	54
Bridge over Black River.....	54
County of Gaspé.....	55
Percé Road.....	55
Boise-Brulé Road.....	55
1. Anse à Louise Road.—2. York Road.....	56
Amherst Road.....	56
County of Rimouski	56
Taché Road	56
Road to St. Denis-East.....	58
Road to St. Denis-West.....	58
River Blanche Road.....	58
River Tartigou Road.....	50
Sandy Bay Road.....	59
Neigett Road	59
Macpes Road.....	60
Duquesne Road	60
Chénier and Bédard Road.....	61
County of Témiscouata.....	61
Bégon Road.....	61
St. Eloi Road.....	62
Denonville Road.....	62
Viger Road.....	62
St. Modeste Road.....	63
Detour du Lac Road.....	63
Blue River Road.....	64

	PAGE-
County of Kamouraska.....	Pohénégamouk Road..... 65
	Woodbridge Road..... 65
	Chapais Road..... 66
	Taché Road..... 66
County of L'Islet.....	Taché Road..... 66
	Arago Road..... 67
	Anse à Giles Road..... 67
	Beaubien Road..... 68
	Sirois Road..... 68
County of Bellechasse.....	Mailloux Road..... 68
County of Lévis.....	St. Lambert Road..... 69
County of Dorchester.....	Langevin Road..... 69
	Cranbourne and Langevin Road..... 69
	Frampton and Standon Road..... 70
	1. Little Buckland Road.—2. Standon Road..... 70
	1. Road from St. Edouard to St. Joseph.—2. Long Points Road..... 71
	St. Marguerite Grand Line Road..... 71
	Iberville Road..... 71
County of Beauce.....	Gayhurst Road..... 72
	Road from Jersey to Lake Megantic..... 72
	Lake St. Francis Road..... 73
	Adstock Road..... 73
	France Boucher By-Road..... 74
County of Lotbinière.....	Road from Methot's Mills to Harvey Hill..... 74
County of Megantic.....	St. Sophie and St. Ferdinand Road..... 74
	Glenoyd Road..... 75
	Road from Harvey Hill to Methot's Mills..... 76
County of Nicolet.....	1. St. Venecias Swamp Road.—2. St. Leonard Road..... 76
	1. Road of the 12th Range of Maddington.—2. Road of the 14th Range of Maddington..... 77
	Horton Road..... 77
	Road from St. Gertrude to Gentilly..... 78
Counties of Arthabaska and Drummond.....	Craig Road..... 78
	Chenier and Tingwick Road..... 78
	Bulstrode and Victoriaville Road..... 79
	St. Germain Road..... 79
	Lupien Road..... 80
Counties of Wolfe & Richmond.....	Wotton and Wolfestown Road..... 80
	Road from Wotton to Wolfestown..... 80
	Road from St. Camille to Dudswell..... 81
	Garthby and Weedon Road..... 81
	Weedon and Ham Road..... 81
	Windsor and Wotton Road..... 82
	Melbourne Road..... 82
County of Compton.....	St. Francis Road..... 83
	Marston Road..... 83
	Salmon River Bridge..... 83
	Hampden and Ditton Road..... 84
	Bureauville Road..... 84
	Paquetteville Road..... 84
County of Shefford.....	North Ely Road..... 85
County of Brome.....	Sutton Valley Road..... 85
	Adamsville Road..... 85
County of Beauharnois.....	Portage Road..... 86
	New Ireland Road..... 86

IMMIGRATION.

Report of Mr. Buchanan, Chief Immigration Agent.....	87
Report of Mr. A. Jorgensen, on Foreign Immigration.....	104
Report of Mr. J. H. Daly, Immigration Agent at Montreal.....	107
Report of Mr. W. J. Wills, Immigration Agent at Ottawa.....	112
Report of Mr. Macpherson, Immigration Agent at Kingston.....	120
Report of Mr. J. A. Donaldson, Immigration Agent at Toronto.....	134
Report of Mr. R. S. Rae, Immigration Agent at Hamilton.....	138

BOARDS OF ARTS AND MANUFACTURES.

Board of Arts and Manufactures, Upper Canada.....	150
Board of Arts and Manufactures, Lower Canada.....	156

ANNUAL REPORT

OF THE

MINISTER OF AGRICULTURE,

FOR THE YEAR 1864.

*To His Excellency The Right Honorable CHARLES STANLEY, Viscount
MONCK, Governor General of British North America, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY:—

Very soon after I was placed, by Your Excellency's command, at the head of the Department of Agriculture, I became convinced of the absolute necessity of a total re-organization of its internal economy, and of the impossibility of effecting that object without some addition to its *personnel*.

Added to the individual experience acquired, within a short time of my acceptance of office, I had the benefit of the longer experience of my predecessors.

I.—GENERAL REMARKS.

The Honorable Mr. Evanturel commences his Annual Report for the year 1862 by the following remarks, strong in terms but really mild in fact, on the state of efficiency in which he found the Bureau:—

“The Department of Agriculture and Statistics has unfortunately been, perhaps more than any other, subjected to neglect. Its organization and internal discipline had been left in a condition so little efficient that the public had begun to doubt the necessity or the importance of keeping it up, under the special management of a Member of the Executive Government. * * * * The Department of Agriculture and Statistics is, nevertheless, one of the most important of the Public Departments,” &c., &c.

The successor of Mr. Evanturel and my immediate predecessor, The Honorable Mr.

Letellier, referring to the same want of internal arrangement, which still continued to exist in spite of all the zealous efforts of Mr. Evanturel and in spite of his own, expressed himself, in his Report for the year 1863, in the following terms :—

“The state of the Department was not, when I assumed the charge of it, satisfactory, although my predecessor in office had effected changes in its organization to its decided improvement. The surest remedy for the defects still existing in its management, would be the appointment of a permanent Deputy-head, perfectly well qualified in respect of the acquirements more particularly connected with the objects of the Department. * * * I am convinced that the faulty organization which has been so prejudicial to the efficiency of the service, is to be mainly attributed to the absence of a functionary of this kind, and that the adoption of my suggestion would be a certain and permanent remedy for that evil.”

In the latter point, as stated by my predecessor, I at once saw reason to concur; for, it is self-evident that the political head of a Department cannot enter into the minutiae of its management, nor oversee its working otherwise than in a very general way, not at all sufficient to remedy the evils which may exist, nor even to measure the extent of such evils. I am satisfied that none of the political heads of this Department ever realized an adequate idea of the extent of the disorganization which existed, because the other duties of a Minister of the Crown do not admit of the necessary detailed supervision. Under this conviction I sought the services of Mr. J. C. Taché, Chairman of the Board of Prison Inspectors, whose long acquaintance with every part of the country, and tried administrative capacity were well known. With much reluctance Mr. Taché, who had been, I believe, invited to the same position by some of my predecessors, consented to quit an office of equal honor and importance, with which his name was identified, and to accept new responsibilities, which, from the state of the Department, were necessarily of the most irksome and onerous kind.

Mr. Taché being at the time of his change of office, engaged in a special mission connected with his late functions as Chairman of the Board of Inspectors, was unable to enter on his new duties before the 26th of September. His first step was, after a short preliminary examination of the offices, to make an inventory of the property of the Department, and at the same time a preliminary arrangement of the archives, books, pamphlets, &c., &c., belonging to the office.

Discipline was firmly restored, and regular attendance during office hours enforced. Abuses which had grown up insensibly, especially with regard to franking of letters and telegraphic despatches, and in connection with the consumption of articles of stationery, were immediately checked.

The want of direction and permanent presence of authority was such that official letters were received and answered under the names and sole responsibility of several of the clerks; in one word the authority being so dispersed and underrated, was in fact nowhere.

The labor of rescuing all the records from a state of promiscuousness, and from the constant danger of destruction they were in, was commenced in conjunction with the inventory.

All the documents have now gone through preliminary classification, and are acces-

sible for a final arrangement and indexing. The schedules of the two Censuses are permanently classified, well arranged and properly lodged.

The process of arranging the Records is still going on with the available strength of the whole force of the Department. It is probable that to complete these arrangements and to make the indexes of all the documents and registers books, from the date of the creation of the Bureau of Agriculture (1852), will require at least six months more of unremitting labor.

A new system of keeping and distributing the articles of stationery amongst the different employes of the Department was adopted in September, and has worked since most admirably.

The small library of the Department has also been re-arranged, and every effort is made to collect a series of the departmental reports which are necessary for the statistical operations intended to be performed, every year, by this office.

It can now be said that the Department is remodelled, and it can be asserted that within another year very little will remain of the confusion described by my predecessors and which I found still existing as described.

At the same time that the work of reorganization is going on, the new deputy-head is devoting his studies to the various subjects relating to the different sections of this Department, and such of his memoranda on these subjects, as are likely to be of general interest in an administrative and historical point of view, ought, in my opinion, to be annexed to the Annual Reports of the Department.

I feel it my duty to acknowledge the alacrity and good grace, with which the officers and employes of the Department have devoted themselves to the work of reform and improvement. Cheerful obedience to just orders, renders the duty of the superior comparatively easy and pleasant; and for myself there can be no more agreeable part of my duty than to administer substantial justice to every degree of ability and to recompense zeal and good conduct by occasional leave of absence, whenever the exigencies of the public service permit me to do so.

A serious difficulty presented itself in the danger which existed, in allowing the disorder of the old state of things to become entangled with the new administration. To surmount such a difficulty, and to prevent such a danger, it was resolved to sever with the past, at a fixed date, namely the first of January, 1865. Accordingly new register books of a uniform size have been prepared, with new indexes of the same size; everything was made ready before the end of the year, so as to enable us to inaugurate the new régime, with the year 1865. By taking this course another object would be attained, that is to give time to re-arrange at leisure and with proper care, the old documents and books, and to prepare the indexes of the same, without interfering at all, with the ordinary current duties of the office.

The business of the Department of Agriculture stood the more in need of a detailed and inexorable system, since it embraces six different branches, all very important in themselves, namely: Agriculture, Arts and Manufactures, Colonization, Immigration, Patents and Copy-rights, and Statistics. Those different subjects are regulated by a number of statutes, amongst which, the principal are the laws respecting Agriculture and Arts, embodied in chapter 32 of Consolidated Statutes of Canada; the several laws, embodied in chapter 33 of

same Statutes, on Statistics in general and especially the taking of the Census; the Acts, collected in chapter 40 of the same Consolidated Statutes on Immigration and Quarantine; the 24th Victoria, chapter 21, on Trade Marks and Copy-rights; the 25th Victoria, Chapter 7, by which the Bureau of Agriculture is finally constituted a separate Department. Several of these different statutes have a number of amendments and there is, besides, other laws which have a direct relation to the duties imposed upon the Bureau of Agriculture, specially as regards the Statistics of the Province. It is apparent that some of the attributions committed by law to this Department have reference to subjects not only administrative, but also in a greater or less degree scientific in their character, necessitating the presence of at least a few men of thorough education, and more than ordinary aptitudes, among its permanent staff.

II.—AGRICULTURE.

It is to be regretted that the relations between the Department, and the two Boards of Agriculture for Upper and Lower Canada, if they ever were intimate, have ceased to be so. The correspondence between my office and those important bodies are reduced to mere occasional, strictly official letters, in relation with election of officers or the issuing of warrants for money. Many things could be, and must ultimately be done by the combined efforts of the Department, of the Boards and of the Societies: the ends to be attained, the means of attaining them, have been, and will continue to be, the subject of constant consideration till the plan is sufficiently matured to be safely carried into practice.

The labor of re-organization and want of time have prevented, so far, the maturing of a scheme to render effective as well as agreeable the action of the Bureau on agricultural matters. It was thought much better not to attempt anything prematurely before the internal reorganization of the Department was further advanced towards completion. Before, however, referring to such other topics as are to enter into the present Report, I cannot refrain from expressing my sincere regret, that a well-meant, and I still think, a judicious suggestion which I took the liberty to offer the Upper Canada Association at their last Annual Exhibition meeting has failed of effect. And I will add the hope that it may be possible to unite the leading Agriculturists of that section on some satisfactory change in the law, especially in relation to the election of their Provincial Board.

Relations of a friendly nature have been opened by this Department with the Commissioner of Agriculture at Washington. Documents of great importance are now regularly forwarded from the Department of Agriculture of the United States to this. I only hope to soon see the times at which it will be possible for us to really reciprocate with them.

AGRICULTURAL SCHOOL OF STE. ANNE.—With the small sum granted out of the Agricultural Instruction fund, and the judicious donation of the Board of Agriculture of Lower Canada of a half *bourse* for as many pupils as there are districts in that section of the Province, the public-spirited proprietors and directors of the Agricultural school of Ste. Anne have been able to carry on their young institution with increased efficacy.

It is proper to observe that such special schools cannot support themselves; if public

help is necessary for common schools with a great number of children and one or two teachers, how much more necessary must it be for a school of a limited number of pupils confined to one class, (but one most important class), and requiring the attendance of several professors. It is true that a Model Farm attached to a school must be a paying farm, and it is so at Ste. Anne's; but a moment of reflection will show that no farm of ordinary size, however productive, can defray the extraordinary cost of a staff of directors and teachers, besides providing for the establishment and maintenance of libraries, museums, workshops, and other necessities of a complete school of that description.

The staff of the Agricultural school of Ste. Anne for the theoretical and experimental instruction consists of six professors, of which three are constantly resident with the pupils, and three others only while giving their lectures. Instruction in the field is directed by an European farmer as "master of practice," and the operations of the workshop by a skillful tradesman.

The school has been frequented, during the year 1864, by twenty-five pupils. There can be no doubt that this young institution is doing great good and, I am glad to know, is regarded by the Board of Agriculture of Lower Canada with paternal interest. It is worthy of notice, while speaking of Agricultural education, to say that both in Upper and Lower Canada professors of Agriculture are attached to several Universities, Colleges and Schools, and that the disposition to spread the knowledge of a science of such paramount importance is happily on the increase.

FLAX CULTIVATION.—This important branch of agricultural industry has made great progress during the last few years, and especially during the year 1864. This progress is due mainly to two causes: 1st, the American war, by which the cotton supply has been so much lessened, and the price of cottons consequently increased; 2nd, the disposition manifested by the wheat-growers to depend less on that single, and not always certain crop.

The flax cultivated in Lower Canada being usually manufactured at home by the farmer's family, it is not so easy to get an idea of the extent and importance at which that industry has arrived, in the absence of regular means of collecting information; but there is no doubt that many additional thousands of acres have been sown with flax, during the year 1864, as compared with 1863.

In Upper Canada, Mr. J. A. Donaldson, who has taken a warm interest in the matter, estimates the number of acres sown with flax in the western part of the Province, during the last year, at 10,000. He also mentions the existence of forty scutching mills, and two linen manufactories, now in operation.

This industry, therefore, which had been one of the principal staples of agriculture in Lower Canada, under the French, and during the earlier part of the English rule, seems likely to resume its former relative importance in the agriculture of both sections.

THE VINE CULTIVATION.—A Special Committee of the Legislative Assembly, presided over by Mr. Huot, M.P.P., reported favorably, last Session, on the opportunity of encouragement being given to the attempts made to introduce into the Province this important branch of industry.

Negotiations were pending between the "Royal Canadian Vine-growers' Company" and myself, and the memorial hereunto annexed, had been prepared by the deputy-head of the Department when, probably discontented with the delays occasioned by the Confederation Conferences, which occupied all the summer and autumn months, the Secretary of the Company gave me notice of their withdrawal from their propositions, intimating that any further negotiations with them must be commenced with entirely fresh propositions.

A vineyard established at Clair House, on Mr. Parker's property near Cooksville, in Upper Canada, by the Company above referred to, under the skilled professional direction of Mr. de Courtenay, is doing, I am informed, remarkably well, and several plantations of vine, made by Mr. de Courtenay in the neighbourhood of Quebec, have been producing viniferous grapes from which very good wine has been made. There is every reason to believe that most parts of both Upper and Lower Canada are within what is called "the wine-bearing region."

TOBACCO GROWING.—The culture of Tobacco has, specially in Lower Canada, taken a comparatively important position, during the last year; the new impulse, as in the cultivation of flax, has been given by the effect of the American war on the production and exchange of that article of general consumption.

The quickness shown by our rural population, in resorting at once to new industries when necessity, the mother of industry, teaches, is certainly a strong proof of the active intelligence of that class.

III.—ARTS AND MANUFACTURES.

The same remarks I have made in relation to the Boards of Agriculture might be literally repeated as to the Boards of Arts and Manufactures of Lower and Upper Canada. The correspondence and relations exchanged between those useful public bodies, and this Department have been heretofore very few in number and very meagre in substance.

Since the beginning of the reorganization of the Bureau of Agriculture there has been a little more intimacy established, and the two Boards have been made participants of informations received, such as, for instance, documents received from the Imperial Government on the new trade open to colonies by the want, now, scantily supplied, of large quantities of resin and turpentine; two articles, the price of which has risen to an enormous figure, compared to what it was before the American war.

Once on this subject, it is as well to say that some manufactures of resin and turpentine have taken place both in Upper and Lower Canada, not, however, to a very great extent yet; but really superb specimens of both can be seen in the Bureau, some deposited by Mr. Richard, of Princeville, in Lower Canada, the others forwarded by the Upper Canada Board of Arts and Manufactures from the manufactory of Mr. Irish, of Brighton.

Whether, with our forest resources, we ought not, during the present trade crisis, make a bid for a considerable share in the supply of these profitable commodities, is for our extensive lumberers and others connected with the lumber trade to say.

Documents from the Secretary of the Committee of the forthcoming Dublin Universal Exhibition have also been communicated to the Boards of Arts and Manufactures, as well as to the Boards of Agriculture. Copies of those documents have also been distributed to the leading papers, in order to give to the Dublin Exhibition in the interim all the benefits of a wide-spread and authorized publicity. The Canadian press generally have spoken favorably of that patriotic Irish enterprise, and it is intended that some inexpensive but characteristic representation of Canadian productions will be found at that Exhibition.

On examining into the powers and duties of this Department it was found that the requirements of the 25th clause of the Act 24th Victoria, chapter 21, had never been complied with: the clause reading thus: "*Copies of all registered trade marks, and copies of the index of the titles of the designs, and copies of the expired copyrights shall be forwarded to the Board of Arts and Manufactures for Upper and Lower Canada respectively, &c., &c.*"

Consequently, copies of the index of designs were sent at once to both Boards of Arts and Manufactures, and steps were taken to procure copies of trade-marks which had never been provided for. After much labour a complete collection was forwarded to each Board on the 17th December last.

The early date after the end of the year at which the Parliament has been called has rendered it difficult to prepare in time to study them, the different documents which constitute the Appendix of the Annual Report. However, I may state that the efficiency of the Board of Arts and Manufactures of Upper Canada progresses favorably. This is not, unfortunately, the case with the Lower Canada Board, as may be seen by their report in the Appendix.

The Lower Canada Board of Arts and Manufactures is not yet freed, from the paralyzing embarrassment in which it was plunged by the building of the Montreal Crystal Palace at the time of the Prince of Wales's visit; notwithstanding that the \$20,000 voted for an exhibition at that time was employed on the building, a heavy mortgage amounting to, I believe, some \$11,000 still remains:

On this subject my predecessor in his report for 1863 made the following statement, in the conclusion of which I fully concur: "The Report of the Lower Canada Board of Arts and Manufactures merely sets forth anew the financial difficulties by which all its efforts are paralyzed, and which it cannot overcome without the intervention of the Government."

IV.—COLONIZATION OF LOWER CANADA.

The Branch of this Department which relates to the Colonization of Lower Canada and to the expenditure of moneys granted for the making of Colonization Roads in that section of the Province, has been, during the year 1864, assigned under Order in Council to the control and supervision of the Honorable Mr. Chapais, Commissioner of Public Works in accordance with the provisions of the 25th Victoria, Chapter 7th.

The Annual Report on Colonization, drawn by Mr. Chapais, will be found at the first

page of the Appendix, immediately before the detailed statement on the same important subject of the acting Inspector of the Agencies, Mr. de La Bruère.

V.—IMMIGRATION.

As compared with 1863, there has been a slight decrease in the number of immigrant arrivals. The numbers were in 1864, 19,149, against, in 1863, 19,419: the decrease 270. It may be observed that at the same time, the arrivals at New York, for 1864, exceeded those of any previous year since 1854.

The report of Dr. Von Iffland, the Medical Superintendent at Grosse Isle (included in the Appendix to the Annual Report of Inspectors of Prisons, Asylums, and Hospitals), is very satisfactory as to the health of the year's immigration, as is also the report of the Chief Emigration Agent, hereunto annexed.

Until the whole subject of European Agencies, for giving information and direction to immigrants, could be definitely settled by Government, (in accordance with repeated recommendations of Committees of both Houses) I declined to recommend any appointment except in a particular case. A gentleman whom the department was satisfied had a large and influential connection in the Agricultural Counties of England, and who had been a resident of Canada, received a moderate gratuity for giving a series of lectures, throughout those Counties. The expenditure was inconsiderable, and will be, I am confident, amply repaid.

The expenditure of the Immigration Branch of this Department amounted to the sum of \$42,664.48 for last twelve months, comprising the broken period of the first six months of the calendar year 1864, and the first six months of the fiscal year 1864-5, according to the Audit Act of last session.

In the month of October, an arrangement took place between the Department of the Minister of Finance and the Minister of Agriculture, by which the Chief Emigrant Agent, directly responsible to this Department, is made, under the control of the Bureau, the sole accountant for expenditure connected with immigration, instead of paying a part through the instrumentality of the Chief Agent, and a part by means of special warrants. By this arrangement the supervision is rendered more direct, the payments more prompt, and the adjustment of accounts less subject to embarrassment. But the principal advantage contemplated by this method of doing business was to avoid the difficulties, the loss of time and conflict of statements previously experienced, whenever it was necessary to ascertain the state of the immigration fund, at a given moment.

One of my first acts on assuming charge of this Department, in April last, was to open an informal correspondence with the Hon. the Commissioners of Emigration of the State of New York, with a view to obtaining free access to their Castle Garden Dépôt, for a duly authorized Agent from this Province. The Commissioners having, however, in the month of June, finally declined to allow the admission of such an Agent, an effort was made to secure the desired result through the instrumentality of Your Excellency, and His Excellency Lord Lyons, Her Majesty's Ambassador at Washington. The sole duty of such an Agent would have been to direct such immigrants as had made up their minds to settle in Canada; owing to the state of affairs in the neighbouring Republic, we

were informed the application, to our very great disappointment, could not be complied with.

The Inland Agents were also directed, about the same time the correspondence with the New-York Commissioners was opened (April, '64), to make a careful examination of their several Districts, as to the prospects of employment for persons whose labor was likely to be most in demand, and the rate of wages; and it is gratifying to know that the steps thus taken, led to the ready employment and settlement of large numbers of the new arrivals during the spring, last past.

The number of immigrants who came *via* the United States to Canada either *en route* for the West, or with the intention to settle in this Province, was estimated last year by the several local Agents at 16,842; of which number only 1,169 came by steamers to Portland.

The number of immigrants from all sources, who settled within the Province, is estimated at 24,779 by the local Agents; but there is grave doubt of the correctness of that supposition,—it is a mere supposition. By the analysis of the elements of the calculation taken in conjunction with other *data*, I am rather inclined to think that the figure is greatly exaggerated.

The Chief Emigrant Agent, Mr. Buchanan, was instructed at the latter end of October, to make a *tour* of inspection through the several inland Emigration Agencies. He reported, in the month of November, very favorably of the different offices connected with this Department, and made a number of remarks and suggestions which will be of service hereafter for the internal economy of this branch of the Department.

It is now my painful duty to allude to a sad calamity connected with the immigration of 1864; the first (and a most lamentable) case of the kind that ever happened in Canada.

On the 28th of June last, an immigrant train of the Grand Trunk Railway started from Point Levis laden with 467 immigrants, almost all of them on their way for the Western parts of the United States. Most of them were Germans, with some Bohemians, Poles and Scandinavians.

The train, composed of one second class car and six box freight cars, appears to have proceeded without accident, although with much discomfort, owing to the description of cars used, and to the want of sufficient space for so large a number of human beings of all ages and both sexes, as far as the entrance of the long and high bridge over the river Richelieu at Bécœil.

At the time the train entered the bridge, on the St. Hilaire or south side of the river, in the early part of the morning of the 29th of June, the drawbridge at the Bécœil or northern bank of the river was wide open to allow barges navigating the Richelieu to pass through. By a sad coincidence, and according to the presentment of the Grand Jury of the District of Montreal, made at the ensuing Assizes in October, owing to a total disregard of the law, and of the regulations of the Grand Trunk Railway Company, the train, with the freight of men, women and children proceeded on its way, in spite of the signals given from the Bécœil Station, and a few minutes afterwards was engulfed in the profound abyss under the so intersected track. It is impossible to describe the awful scene which followed that terrible accident under the shadow of the darkness of night. The alarm was given to the people of the immediate vicinity, and in a very short time the whole population of the neighbourhood was on the spot, and at once, directed by the

clergy and the medical men, and the Company's employés, were at work endeavouring to extricate the survivors of the catastrophe from the débris of the train, the broken barges, the heaped-up baggage, and the mingled remains of their relatives, friends and associates.

In a very few hours a train reached the spot from Montreal with the chief officers of the Company, several clergymen, doctors, and other charitable persons, bringing with them such necessaries as were likely to be most needed by the unfortunate sufferers.

On hearing of the awful calamity, the Department at once instructed, by telegraph, its Agent in Montreal, Mr. Daley, to do all in his power towards the relief of the unfortunate victims, and another officer of the Department, M. Stafford, was despatched on the same duty, from the Quebec Office.

The melancholy work of rescuing the living and collecting the bodies of the dead, commenced by the Bécot and St. Hilaire villagers, with a good will deserving the highest praise, was continued with unremitting willingness and vigor.

Trains specially prepared for the purpose were sent from time to time from Montreal for the uninjured and wounded passengers, the latter being conveyed to the Hôtel Dieu and General Hospitals, and the others to places provided for them, by the Grand Trunk Company.

Unwilling to omit the mention of any one engaged in this most benevolent work, I beg here to make this general acknowledgment of the charitable zeal, and the invaluable services rendered by the people of the neighbourhood, by the several National Societies of Montreal, especially the German Society, by the Sisters of the Hôtel-Dieu, and of the Providence, by the Staff of the Railway Company and of the General Hospital, and by the Medical men who hurried to the spot, as also by those of both Hospitals, where the wounded were conveyed on reaching Montreal.

By this terrible occurrence, 90 persons lost their lives: 83 immigrants, the conductor and fireman of the train, were killed on the spot, and five died from their wounds shortly after the accident. According to the determination at first taken, the Government appointed a commission to preside over the adjustment of claims for compensation necessarily to follow; leaving to the judicial authorities who, at once were put in possession of the facts, to adjudicate upon the cases of those who could be implicated in the guilt or negligence by which such an occurrence became possible.

Mr. Daley, the Government Immigrant Agent residing at Montreal was associated with Mr. Henry Meyer, one of the oldest German residents of Montreal, as Commissioners, and Mr. Jorgensen, the interpreter of the Chief Emigration Office at Quebec, was detached as Secretary to the Commission.

Although these unfortunate persons were almost without exception bound beyond the limits of Canada, nothing was, on that account, left undone to protect them while *in transitu*. Mr. Daley, our own officer, was made Chairman of the Commission, and discharged his duty very efficiently. The Commission sat, from time to time, from the 9th of July to the 30th of August, having had twenty-eight meetings, at which sufferers and friends, members of Charitable and National Societies, representatives of the public press and of the Grand Trunk Company were present.

It is not necessary to enter here into details which do not properly belong to a Report of this kind; it is enough to say that all the claims put forth by the immigrants were

openly discussed and liberally settled by the Railway Company. The losses incurred on account of personal or property damages, of delays, &c., were compensated to the satisfaction of the Commissioners and of the immigrants themselves, and their natural friends. That there had been a culpable neglect on the part of those in charge of the immigrant train, can hardly be questioned; but that the Company acted justly in all cases of settlement, and in many instances generously, ought not, in common fairness, be omitted from this statement.

The members delegated by the various National Societies who had taken such a lively interest in the surviving sufferers, at a meeting held on the 30th of August, expressed in a series of resolutions their satisfaction at what had been done in the premises by the gentlemen acting for the Railway Company, throughout the inquiry and settlement of claims.

From all the facts which have reached the Department, either officially, or through public notoriety, it may be fairly concluded that everything that could be done to allay the distress and indemnify the unfortunate sufferers of a most deplorable accident, has been done without demur and without litigation. At the same time we had the satisfaction of knowing that by these means, just and proper in themselves, we were effectually protecting the reputation of our inland routes, and consequently, the interests of this Province.

Some other departmental and reformatory measures taken by the Department as to the immigration service, being yet incomplete, are reserved for mention at a future period.

VI.—PATENTS AND COPYRIGHTS.

Although a considerable degree of attention has been devoted to Patents, Copyrights and Trade Marks, it is not intended to discuss in the present report the changes required in our laws on these important subjects. It is very easy to discover that the laws are not what they ought to be, but it is a little more difficult to arrive at a definite and practical conclusion on the *modus curandi* of the evils complained of.

There is besides nothing so detrimental to the interests of the people at large, and so disorganizing to the public service, as fluctuations in such laws. Moreover, the whole question of Reciprocity, now open between us and our next neighbours, with whom we have hitherto had such large commercial transactions, must naturally embrace these subjects. I must, therefore, however strong my own convictions may be on these points, respectfully refrain from recommending legislative changes, on any of them, at this moment.

Another very obvious reason would restrain me from suggesting amendments to the Patent and Copyrights laws during the present Session, it is the physical impossibility of the Department being so placed as to carry out any large change such as may arise from admitting foreigners to the privilege of acquiring in Canada patent rights for their inventions. This principle (I take it for granted) cannot be omitted from any new Canadian law on patents, without subjecting the country to disagreeable reflections and damaging retaliations. The impossibility arises from the transitory stage through which the Department is just now passing, and from the total want of space and accommodation for the reception of models of inventions, owing, mainly, to the prospect of an early removal to Ottawa, as the

permauent seat of Government. At present our models are kept partly at Toronto, under the guardianship of the Board of Arts and Manufactures of Upper Canada, and partly at Quebec, in two small and unsuitable rooms, and nothing short of the zeal and continued attention of our able curator, could save them from destruction. It has even been found necessary to pack a number of them in boxes for want of place and the necessity of saving them, whence they are kept out of being consulted for administrative purposes, and out of view of the numerous persons, especially mechanics, who resort to those rooms for information.

The following tabular statement shows the variations in increase and decrease of the operations of this branch of the Department, for the last ten years.

	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
Applic'tns for Patents	99	120	126	116	142	170	160	180	207	170
Patents granted.....	92	108	115	98	112	152	142	160	156	145
Transfers registered...	32	52	45	35	26	47	56	72	78	74
Drawings registered...							2		4	1
Trade Marks register'd							3	17	1	7
Fees Received.....\$	1911 80	2370 50	2406 76	2103 00	2479 75	2644 17	3012 70	3650 90	3759 75	3267 95

An examination of the above table shows, that, although there may be an occasional difference against one special year as compared with the years immediately anterior, still the importance of the operations of the Patent Office is steadily advancing when considered by periods.

If it was possible to arrange matters so as to cause no unnecessary delays in the proceedings connected with the granting of Patents, there is no doubt that it would have a good effect on the public and especially on the numerous class who take a decided interest in the progress of Arts and Manufactures. No one can conceive the anxiety of inventors and the eagerness of their friends to see the Patent through, to make use of the common expression; their minds find no rest till it is through; and in the interval between the day of their application and the one on which the parchment is in their hands, their inquiries are incessant as to the result of their application. Sometimes also it is of great importance to them that no delay should take place; a favorable season lost is often a serious injury to the discover of some useful invention.

There is a principle already existing in our Patent law (however defective in other respects) which ought in my opinion, to be preserved, whatever future amendments may be made: it is that by which the Patentee is made the only judge, and alone responsible for the merit or novelty of his invention, leaving to the ordinary tribunals to decide between parties about the validity of the Patent, as far as the exclusive rights to the use of the thing are concerned.

It is quite proper for officers connected with the Patent Office to advise applicants, whenever they have grounds to suspect the worthlessness of pretended inventions, or the

errors of real inventors whose misfortune it is really to invent (as sometimes occurs) things which have been long before in operation in the world; but between this benevolent duty and a binding decision upon the merits or demerits of alleged inventions there is a wide difference. The establishment of such a tribunal as a commission of Examiners of Inventions is surrounded with difficulties and dangers of every kind. Besides, it is not always a service to an enthusiastic inventor to save him from the trifling expense of getting a Patent, for no decision of Examiners will wean him from his idea. On the contrary, he will rather suspect them of having some interest in the rejection than suspect himself of having been deluded by his own fancies. In his case nothing short of a Patent and a fair trial, under the fullest possible legal protection, can cure him of his expectations.

As far as the public interest is concerned, the free granting of Patents can never inflict any injury, because a recourse in law on the part of the Patentee would not fail, before a proper tribunal, to elucidate the facts much better than could possibly be done, before a board of examiners, where, in nine cases out of ten, all the proceedings would partake of a superficial *ex parte* character.

Several projects for the amendment of our Patent Laws, some of them marked by great ability, have been submitted to this Department, and will be made use of when the proper time has arrived to frame a more perfect law, on this interesting subject.

Every attention is now given in the Department to forwarding the dispatch of business generally, and specially of Patent business; however, when, from any reason, it is impossible to issue a Patent as quickly as the inventor would wish it, the Department is not always to blame. Sometimes delays are incurred by the parties addressing their letters to the Minister personally, even marking them *private*, instead of addressing them simply to THE BUREAU OF AGRICULTURE. Delays of that sort have occurred during my absence from Quebec, either on official or other business.

It will be remarked, that the determination of publishing in volumes the specifications and drawings of Patents having been arrived at in 1857, only one volume, containing 258 descriptions of patented articles has been completed down to the end of the year 1864. Since October last, every possible effort has been made to obtain from the printer the second volume, *in progress* since 1859, and there is now some prospect of having the long-delayed volume shortly ready for distribution.

By examining the accommodations asked for and appropriated to the Bureau of Agriculture, within the new Departmental Buildings at Ottawa, it was found that there was not more than a third of the space required for office accommodation, leaving besides no space whatever for a proper Patent Office. The omission was so fatal for the future of the Department, especially taking it in conjunction with a necessarily future enlargement of our Patent Laws, that steps were lately taken to remedy the evil as far as it could be done.

After a consultation with the Department of Public Works, an arrangement was come to by which, in making use of the large spaces under the roof of the new Departmental buildings, a very large room can be procured, which will serve as a Patent Office for some years to come. At the same time additional office rooms have been obtained in other parts of the building connected with the portion appropriated for the Bureau of Agriculture, and two rooms designed for the department of the Honorable Receiver General

having been kindly surrendered to this Department, there will now be tolerable accommodation at Ottawa for us, though nothing to spare.

VII.—STATISTICS.

The subject of Statistics is one of the most vital importance in both an administrative and scientific point of view, but it is one very delicate to deal with. The materials for Statistical information are difficult to collect, difficult to arrange, and in the handling they require more than ordinary industry and judgment.

Our Canadian statistics, such as they are, have not yet been thoroughly sifted; for hitherto the staff and the circumstances of the Department could not have permitted it. But the researches recently made have been quite sufficient to establish the very painful fact, that the printed reports of the two last *Censuses* are not to be relied upon.

To what extent the errors can now be traced and corrected remains for us to ascertain.

The Board of Registration and Statistics, created by law in 1847, has not, apparently, been called together more than a dozen times during the whole period between the date of its creation and the end of the year 1864. No regular minutes of even these few meetings have been kept, in fact such entries as are found in the Registers of the Office, are so few, so informal and so meagre, as to be perfectly valueless.

Besides the Census reports there is, in this office, no statistical information to speak of, except such as is to be found in the remaining copies of the Blue Book, and in some detached papers.

I do not venture to speak of remedies after so short a space of time spent in reviewing the state of the Department farther than to say, that the subject is on the *tapis*, is seriously taken in hand and that, at the close of the year 1864, much interest was manifested by the other members of the Board of Registration and Statistics, in a project submitted by us, for its immediate re-organization.

The statistical library of the Department, as may be imagined, partook of the general state of disorder. Letters have been written to the Honorable Provincial Secretaries of the Sister Colonies asking to be furnished with the statistical publications of those Colonies. Steps will have to be taken also to establish communications between the similar branches of the public service in different countries; though for us this task just now is not the most agreeable on account of the want of materials of exchange.

The Blue Book for the year 1863, having been returned for addition and correction, by Your Excellency's command, it was found absolutely necessary to make it almost anew; this arrear of labor, although proceeded in with all possible dispatch could not be finished before the end of the year. Defects of many kinds will unavoidably still be found in this second edition of the Blue Book of 1863, executed after time and in the midst of the multifarious occupations of re-organizing every thing in the Department, but I hope Your Excellency will not take it as a criterion to judge of what is intended for future.

I conceive, should it be agreed to by the Imperial authorities, that the Blue Book could be rendered a much more sightly and valuable document than it has ever been, and made to answer the purpose of Annual miscellaneous statistics, as well as of a full administrative *exposé* of the state of the public service. In this case, the Blue Book, in-

stead of being copied with the hand ought to be printed, to much better answer both the wants of the Colonial Office, and the exigencies of the second clause of Chapter 33 of the "Consolidated Statutes of Canada," which prescribes that a general report on Statistics is to be laid annually before the Legislature, by this Department.

In the suggested shape and form, and the selection of matter alluded to, this Book would be really a most interesting document and a source of historical information for the future. It would answer in advance, many queries every year made in Parliament, and convey valuable information oftentimes sought for and needed in the investigation of many important parts of the public affairs.

CONCLUSION.

In making the foregoing Report to Your Excellency, as to the state of the Department entrusted to my charge, I hope I will not be supposed to reflect in any respect upon any of my predecessors in this office. Originally created without well-defined powers, business of every sort accumulating from year to year, the frequent changes in the "political heads" of the Department, which gave it almost as many Ministers as years of existence, and the long interval between the death of the last Secretary, Mr. William Hutton, in 1861, and the appointment of the present Deputy-head in August last; these are causes fully sufficient to account for the state of facts which it has been my duty to report to Your Excellency. I beg further to add, that nothing can be more remote from my intention than to reflect on the Officer, (Mr. Campbell) who, as Acting Secretary but wholly deprived of the adequate official powers, was obliged to carry on from day to day, the business of the Department during nearly four years.

Respectfully submitted.

THOS. D'ARCY MCGEE,

Minister of Agriculture, Immigration and Statistics.

Quebec, January, 1865.

ADDENDUM TO THE REPORT.

A MEMORIAL TO THE HON. MINISTER OF AGRICULTURE ON THE VINE QUESTION.

Pursuant to your instruction, I have given to the study of the vine question all the time that was left to me during last week by the very arduous labor of the re-organization and total remodelling of this department.

The vine question, as far as the Government action is concerned, seems to me to resume itself into the following queries :—

1st. Is there a *prima facie* evidence that the vine can be grown in Canada ?

2nd. Is there, at this moment, preliminary proofs of the possibility of manufacturing good wine out of the grapes of this country ?

3rd. In case of success, will the cultivation of the vine be of very great advantage to the people of Canada ?

4th. What are the means by which the Government can give a substantial encouragement for the creation of such a staple of industry, should the three above queries be resolved in the affirmative ?

I answer to those four questions as follows :—

1. There is a *prima facie* evidence of the possibility of cultivating the vine in Canada ;—*Firstly*, in the fact that Canada is situated in *Latitudes* corresponding with those of the best vine growing countries, and possesses a climate mostly similar to that of *Altitudes* sought for by vine-growers of some parts of Europe, and in the fact that the meteorological character of the climate of Canada, and especially of Lower Canada, seems to present the *desideratum* pointed out in the works of authors, who are held as high authorities on the matter ;—*Secondly*, in the fact that the vine is indigenous to mostly all parts of the country, consequently possessing the powers of reproducing itself by coming to perfect maturity in its wild state.

2. There is at this moment a beginning of experimental proof of the practicability of getting good wine from the vine both in Upper and in Lower Canada :—*Firstly*, in the recorded fact that pure wine has been made out of the wild grape of Canada for sacred purposes, by the first missionaries in the time of the primary occupation of the country by Europeans ;—*Secondly*, in the facts ascertained by a Committee of the last Session of the Legislative Assembly, showing that the wild vine of Canada, after a few years of cultivation, has yielded comparatively fine crops of grapes, from which good *vin ordinaire* has been manufactured ; it having moreover become of public notoriety that vines have been for some years past, and are now thriving in open air under Mr. de Courtenay's care in the neighborhood of Quebec and Toronto.

3. There could be no doubt that the success of vine-growing in Canada would be of great public advantage, both in a moral, intellectual and material point of view ; for it is

a fact, historically ascertained through ages, that in countries where the wine is a common article of food, drunkenness is less frequent and less detrimental in its character than in countries where beer or ardent spirits (even when they are pure) are used for that stimulation which is likely to be sought for by all populations, in spite of all efforts to the contrary.

The cheering and brightening of the human intellect by the moderate use of wine, in the daily consumption of nutritive elements, is a fact that does not require any exemplification.

In a material point of view it would certainly be of an immense advantage to Canada, if it was a vine-growing country; it would be so by adding one article to the stock of comestibles, and one which can be a substitute in a great measure to others far more expensive and less wholesome; it would be so also by adding a very profitable crop to our fields, and by freeing Canada from the costly importation of a scanty provisioning of wines from Europe.

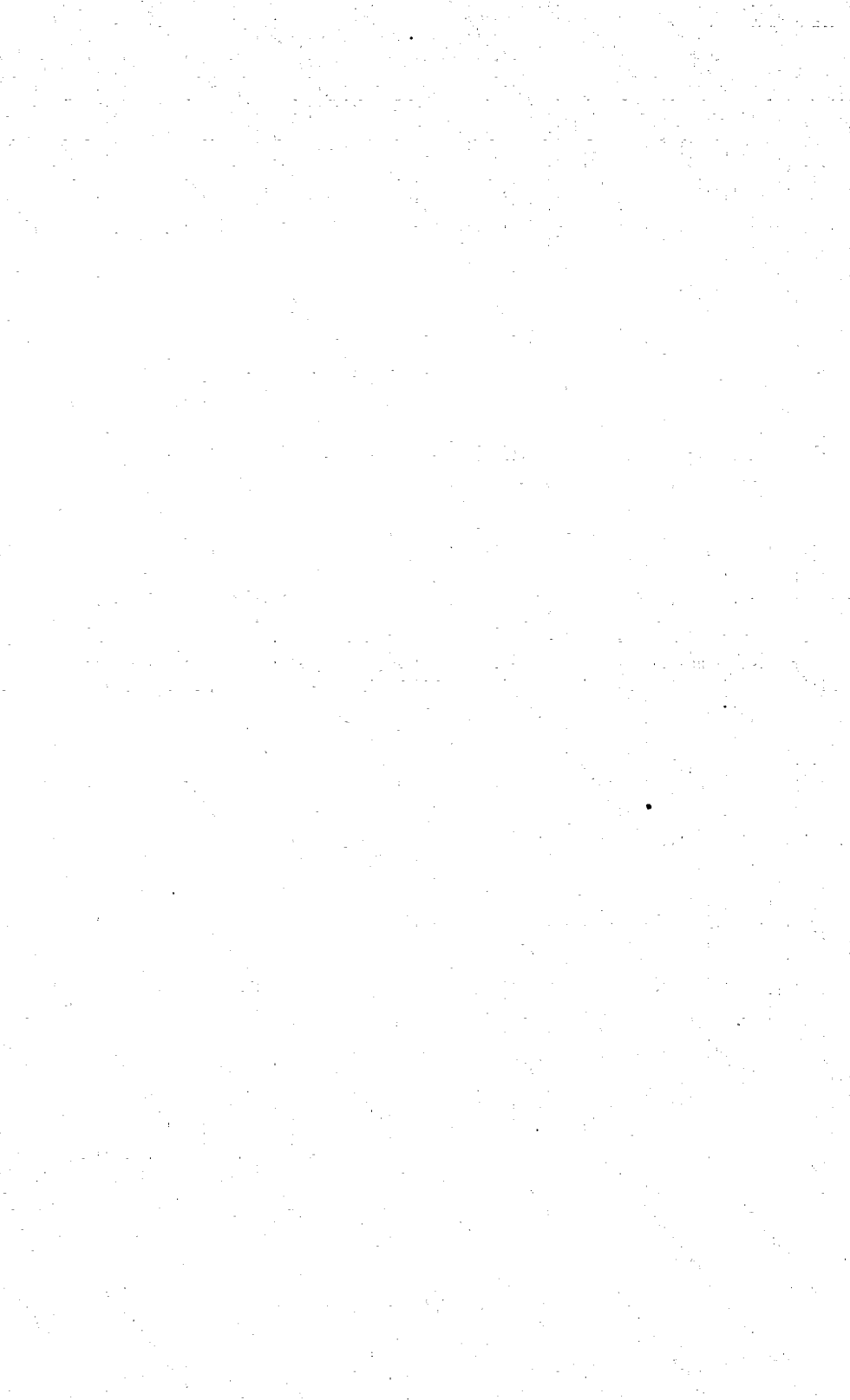
4. Such being the state of the case, I am of opinion that, by complying in some way or other with the recommendation of the Committee of the Legislative Assembly, presided over by Mr. Huot, that is "to give such encouragement as would be an inducement to practical men to develop that important branch of industry," the Government would act the part of a good tutor to the public interest. There are many ways by which individuals or companies may be favored, with the encouragement above referred to, besides fixed subsidies: for example, primes on the production of good wines for specified qualities, quantities, and definite periods, exemptions from taxes and duties, the granting of profitable privileges deriving from the use and exploitations of some part of the public domain, or a combination of the above-mentioned boons, or others the more suitable to the public good, and acceptable to the parties engaged in the growing of the vine.

Of course those advantages should be at the explicitly expressed condition that, not only the parties so benefited should be bound to cultivate, to a reasonable extent, the vine in both Upper and Lower Canada, but that they should also be bound to diffuse the secrets of their industry, and to keep nurseries of vine plants to be sold to every comer at fair prices; in one word, to be the medium through which the Government intends to spread the knowledge of the vine cultivation, and of the manufacture of wines therefrom.

J. C. TACHÉ,

Deputy to the Minister of Agriculture.

Quebec, 8th October, 1864.



APPENDIX TO THE REPORT

OF THE

Minister of Agriculture and Statistics,

FOR THE YEAR 1864.

APPENDIX TO THE REPORT
OF THE
Minister of Agriculture and Statistics.

REPORT
OF THE
HONORABLE MR. CHAPAIS,
(TEMPORARILY CHARGED WITH THE SUPERINTENDENCE OF COLONIZATION IN LOWER CANADA)
AND ALSO THE
REPORT OF THE INSPECTOR OF AGENCIES.

*To His Excellency the Right Honorable CHARLES STANLEY, Viscount
MONCK, Governor General of British North America, etc., etc., etc.*

MAY IT PLEASE YOUR EXCELLENCY:—

The colonization of our waste lands, or rather the opening of Colonization Roads in Lower Canada, having been placed under my control at the time of the formation of the present Administration, I have been obliged to divide my time between the duties imposed upon me by the control of the Department of Public Works, and those hardly less important of the new office entrusted by Your Excellency to my management.

Convinced by the experience of the past, that the progress of our Colonization Roads has constantly been retarded by the fact that the works are not, generally speaking, carried on during the most suitable season, I took measures this year to secure the commencement of the works at the earliest possible period. It is therefore with great satisfaction that I am enabled to state, that, upon an examination of the reports laid before me, I find that the sums expended during the last season have produced highly satisfactory results.

Whilst, however, recommending an early commencement of the works, I deemed it necessary to take precautions that the duty of sowing the spring crops should not be interfered with. I am of opinion that the last week in the month of June is the most favorable, for, in the locality in which roads are in the course of construction, the settlers who

have the first right to employment, are generally engaged in clearing and sowing their lands up to that time. To compel them, so to speak, to abandon their farm work, to engage in other pursuits at a time so precious to the farmer and the settler, would be to obstruct the work which the opening of Colonization Roads is specially intended to encourage.

Before going further, permit me to remark that I do not propose to write a report on colonization. To dilate on a topic of such vital importance, I should require an amount of leisure time which my many and too varied duties do not permit me to enjoy.

What I propose to do is, to endeavor to condense in the following paragraphs a few observations on the points which appear to me to be worthy of attention.

Having had to deal with colonization in Lower Canada, the observations I purpose making will apply to that province only.

I do not wish to be understood as desirous of depreciating our wild lands, still less of discouraging settlers, or of driving immigrants from our shores, far from that; but I desire to place the question of colonization in its true light, and to examine it from a strictly practical point of view.

In the times in which we live, everything is reduced to theory, and very often, almost always indeed, there is a vast gulf between the theory and the practical reality.

Financial theories have resulted in stupendous ruin, agricultural theories have been productive of wide spread delusion, and theories respecting colonization have entailed, even amongst ourselves, the most cruel disappointments. Now no result can be more prejudicial than this, for disappointment often leads to discouragement, and with the settler courage and perseverance are the most essential qualities.

I shall now proceed to the examination of the following points :—

Is there still in Lower Canada any large extent of land suitable for colonization ?

Does colonization make but little progress, and if so, what is the reason ?

What means ought to be taken for the encouragement of colonization ?

No one doubts that there still is in Lower Canada a vast extent of land suitable for colonization. It is sufficient to read the different reports of Commissioners of Crown Lands and Ministers of Agriculture, and those also of Inspectors of Agencies, Colonization Agents, and Surveyors who have laid out portions of these lands to be fully convinced of this.

In fact from Gaspé to the limits of the Eastern Townships on the South Shore of the St. Lawrence there exists an extent of good land, the exact area of which has not been ascertained, but which is known to exceed 2,500,000 acres.

Beginning at the Metapedia Road in rear of the Parish of St. Flavie in the County of Rimouski, and extending as far as Lake Pohenegamook, in the County of Kamouraska, the whole length of the proposed line of the Taché Road passes for upwards of a hundred miles through one of the most beautiful regions it is possible to imagine. Explorations, made during the past autumn by order of this Department, have further confirmed the former reports of the existence of vast extents of excellent lands in the Counties of Témiscouata and Kamouraska extending from the Taché Road to the Province Line.

The colonization now progressing in rear of the Counties L'Islet, Montmagny, Bellechasse, Beauce and Dorchester, abundantly demonstrates that there is no deficiency in the matter of lands. The increase of the population in the Eastern Townships, notwithstanding

the innumerable hardships to which the first settlers were subjected, is still another proof that there is abundance of land.

Again, to the north of the St. Lawrence, the fine valleys of the Saguenay, the St. Maurice, the Matawin, the L'Assomption and the Ottawa, present an immense field for colonization.

Every one knows that the vast territory of Gaspesia, which of itself would form a province, hardly contains inhabitants enough to occupy the coast line, although it contains a large extent of land suitable for cultivation.

Undoubtedly then we possess lands, and in many places very excellent lands; why then, in spite of this fact, does not our colonization make more rapid progress, for it must be admitted that our progress in this respect is very slow. I already hear the answer: "*It is the fault of the Government.*" I am not prepared to admit the justice of this assertion.

Allow me, in passing, to remark how dangerous it is for a population to expect everything from its Government, who of course cannot do everything, and who cannot in any way undertake the functions of associations and individuals.

If it be the case that in many places the absence of means of communication has in past times fatally paralyzed the progress of colonization, it is not the less true that in many places the population has not seconded the efforts of the Government, that many roads have been opened, and a large extent of country surveyed, without any tangible results, by reason of the apathy of the agricultural classes.

But whilst admitting that the failure to take the initiative on the part of the Government has had some effect,—an important effect in respect of the unhappy fact that our colonization is not progressing, that our young men continue to emigrate, and that the increase of the population is not what it might be,—it is clear that we must look elsewhere for the reason and explanation of such a lamentable state of things.

In my opinion, the evil is attributable to many and various causes, of which the following seem to be the principal:—

One of these causes is inherent in the national character of the most numerous race in Lower Canada, I mean the French Canadian. The youth of Canada have always sought to undertake long journeys, to participate in hazardous enterprises, to lead a wandering life—as hunters or lumberers, or on the great prairies of the West.

Who cannot call to mind the *voyageurs des pays d'en-haut*, and remember that these bands of gay and intrepid adventurers were recruited almost entirely from the French Canadian youth? This inclination of our ancestors still exists as strongly among their children, and contributes in no small degree to draw away from agricultural pursuits numbers of our young men, who, strong and robust, might do important service in opening up the country. How many hundreds of these are this day to be found at the mines of California and Australia, engaged in the pursuit of treasures, often in vain, and which, when they do find, they expend in useless, often indeed in criminal extravagances? How many of them pass their winters in the shanties, in the bosom of the forests, or their summers at the fisheries on the north shore of the St. Lawrence, or on the coast of Labrador and Gaspesia? Has not this same passion for excitement the effect of seducing too great a number of our young men into the ranks of the armies of the American Republic?

This is by no means of recent date. For years past it has raised obstacles to the progress of agriculture in Lower Canada, and has banished from their native land a vast number of our fellow-countrymen. It serves to explain why representatives of the French Canadian race, by no means numerous, comparatively speaking, are to be found in every part of the vast continent of North America.

I speak here more particularly of my fellow-countrymen, the French Canadians, the descendants of the first settlers in the country; of those who, in establishing themselves, assumed with becoming pride the designation of *les habitants*. I speak of them especially, because it is they, for the most part, who fail in their duty, and who need a friendly voice to reproach them with tenderness and to lead them to have recourse to the remedy.

Besides this hereditary taste for a life of adventure, it seems to me, and I regret to have to say it, that the present generation are the victims of another evil, which, unless it can be effectively combated, will be productive of effects yet more disastrous, and will detach the youth of our farming population yet more and more from the pursuits of their fathers. They are rapidly losing the taste for that patriarchal simplicity of manners which rendered useless to them those costly superfluities, which the refinement of what is called modern civilization has succeeded in introducing even into our most humble homes. These novelties create desires before unknown, these desires become in a short time necessities which have to be satisfied at any price, and the happy and contented condition in which they were born and brought up, offering no longer the means and opportunities of satisfying such imperious caprices, they renounce the noble condition of their fathers, they gladly abdicate their position of independence, to assume the livery of servitude, disguised under every name, colour and title.

Thus it is that the hideous sore of poverty is being rapidly introduced into a country in which, as yet, only owners of the soil ought to be found.

This second evil is perhaps more dangerous than the first.

If it appears a strange thing that in a work of this nature, I should introduce the above observations, I shall find perhaps an excuse in the earnest desire I feel to draw the attention of all serious men to an evil which is assuming alarming proportions, and for which it is of importance to provide a prompt and sufficient remedy. The class of readers for whom reports on colonization, emigration, agriculture, &c., are prepared, is exactly that amongst which are sure to be found men who are competent to organize the movement which must be made to bear against the unhappy tendencies to which I have drawn attention.

But in addition to the inclination of our young men for travel, and the dislike for their present condition, which is gradually growing in the agricultural classes, there is another *very serious* evil which impedes colonization, which paralyzes the efforts even of the most enterprising, and fosters doubts in the best constituted means; and this is, the difficulties which, at the present day, surround the clearing and the settlement of our lands,—in fact, colonization!

If this statement excites surprise, perhaps hereafter my opinion may gain ground.

First of all it must be admitted that the clearing of land in Lower Canada has always been surrounded with the greatest difficulties—has required most arduous labor; and that the poor settler has to undergo the greatest privations before he enjoys the fruits of his toil.

Not to mention the severity of our climate and the length of our winters, the numberless accidents which too frequently happen, destructive of the hopes of the farmer, so costly in the preparation, the fires which consume his seed, the frosts which destroy his ripening corn—the droughts, too, are well known to all. Our predecessors were not, indeed, more happily situated in this respect than we are; but they had one advantage not possessed by our colonists, namely: the virgin forest of primitive times, which the manufacturing spirit of our days leaves to the operations of the first cultivator, despoiled of the timber which constituted much of its value, for purposes of commerce as well as ordinary service, the lands having been most improvidently and mercilessly delivered up to the unsparring axe of the speculator. The settler of our times hardly finds wood enough on his land to serve for the erection of his farm buildings. Moreover, the lands easy of access are taken up, and the man who seeks a settlement must now plunge far into the forests of the back country.

It is evident, therefore, that the chances of the settler are much less, and his hopes of success less animating now than were those of his predecessors in former days.

This plain statement of facts ought not, however, to discourage any. Colonization is arduous, but not impossible; and nothing contributes more to the overcoming of difficulties than the efforts which we make to clear away imaginary obstacles and evils. But in what way is this to be done?

Are we to be contented with lamenting over the loss of the fair promise of our youth daily self exiled, or with the composition of articles for the newspapers or pamphlets—books, even—and novels, intended to recal our people to a taste for an art to which they are born, and which will very certainly depart from them, if some suitable means be not adopted to ward off such a calamity? Are we—always complaining, and never acting,—to blame the Government for a misfortune of which they are not the cause, in order that we may be entitled afterwards to require from them a remedy which they cannot of themselves originate?

No, truly; such a proceeding would be neither just nor wise; it would, moreover, be criminal. The Government are fully aware that they have heavy responsibilities in this behalf, and will not shrink from meeting them as far as they may be fairly established. But every citizen is likewise bound, in some degree, to a duty which he cannot repudiate. An immense amount of responsibility will, no doubt, rest in the estimation of future generations, on all, who in view of the formidable crisis now existing in Lower Canada, shall either not have understood, or have failed to fulfil, their obligations.

In such circumstances, then, the duty of all concerned is clearly apparent.

The Government are powerless, by any means within their reach, to meet the exigencies of an exceptional and difficult emergency. The country, justly alarmed, is startled by the daily increasing tide of emigration, which carries away, in the persons of our youth, no inconsiderable portion of the physical power of the population.

It is admitted that the work of colonization cannot be perfectly accomplished by the individual efforts of settlers, or the initiatory encouragement afforded by men in power—something more would appear to be necessary. This something is the active co-operation of all these powers,—of the common will and the common energies,—the organization of all orders in the country, and an immense Colonization Society.

That which would be vainly attempted by individuals, becomes practicable by an association. That which is initiated by the Government, may well be completed by a whole community.

The scheme is well digested; it has even been tested by experience; the result has been complete success. Who will be the first to initiate the great undertaking?

Answer.—Those, beyond a doubt, to whom Canada is already indebted for its brightest glory, its most reliable strength. Their names are known to all.

Mr. Boucher de la Bruère, the worthy Inspector of Agencies, affords us, in the following excellent report, all desirable information relative to the operations of the Department of Colonization during the past season. The perusal of this valuable document will be satisfactory to the most anxious friend of the cause.

The whole respectfully submitted,

(Signed)

J. C. CHAPAIS.

REPORT OF INSPECTOR OF AGENCIES.

OFFICE OF THE INSPECTOR OF AGENCIES.

To the Hon. J. C. Chapais,
Commissioner of Public Works,
Quebec.

SIR,—The Colonization of Lower Canada being now placed under your control, I have the honor to report to you the state of the works, carried on under my direction, on the Colonization roads during the year 1864.

I am happy to inform you that the balance of the appropriation made by the Legislature, in the autumn of 1863, which on account of the lateness of the season when it was made could not be applied, and the sum of \$50,000 allowed last spring, have enabled me to open, during the present year, 117½ miles of road. Of this distance, 47 miles 13 arpents, besides 106 miles 25½ arpents previously opened, have been completed, forming a total length of 150 miles 10½ arpents completed in 1864.

Bridges have been constructed, the aggregate roadway of which amounts to 7,921 feet, and 5 miles 18½ arpents of corduroy or timber laid on brush.

In addition to these works, 82 miles 26 arpents of old road have been repaired or improved.

The amount expended on all these works is \$53,679.23.

If, notwithstanding all this, we consider the many pressing cases of need from one end of the land to the other, the claims unceasingly urged by the settlers for the opening of new roads, and the emigration of our fellow-countrymen, which, since the commencement of the American war, has assumed the most alarming proportions, we shall find that the grant for the last few years has altogether fallen short of our necessity, although no doubt it has effected great good.

It is useless to remark that the opening of roads through the forests, is the only measure capable of inducing the redundant population of the old parishes to scatter themselves over the new lands and open a wide field to the operations of agriculture. Seeing, as we do see, and have seen, Canadians boldly making their way to considerable distances into the woods to commence a clearing, attracted by the fineness of the soil and a particular instinct which leads them to prefer the privations of a settler's life to the delusive promises of the foreigner, we are bound to endeavor to induce the Government to open new channels of communication, in order to abate the distress which naturally pertains to

the life of the pioneer, thus lightening to him the heavy burthen of daily toil, by facilitating the carriage of his produce and affording him the hope of speedily attaining a decent competency. It has been again and again repeated, agriculture is the basis of our prosperity; and that being the case, and the farming class being the most numerous and important in the community, it is of urgent necessity and the highest justice that it should be favored by all possible and lawful means.

The commercial class, though far less numerous, has, in many instances, been favored, even to the detriment of the colonization of our waste lands. I do not by any means assert that this favoritism has produced no great results for the country; on the contrary, all have benefited largely by the grants made for the improvement of our communications by water and by railway; but, commerce cannot but gain by the encouragement afforded to agriculture, and the two interests, far from being mutually antagonistic, form but one; hence, in order to multiply commercial transactions, it is important that agriculture should receive its full share of the favors of Government, that our great forests should be pierced by roads, so that our population instead of flying to foreign countries, may become attached to the soil and redouble our strength.

Notwithstanding that the grants for the opening of colonization roads have been insufficient to meet the wants of the settlers, they have, nevertheless, done an immensity of good; and all the superintendents of works, without exception, are loud in proclaiming the advantages resulting from them. The highly useful book published by Mr. S. Drapeau, on the development of colonization in Lower Canada, during the past ten years, is the best corroboration of these facts, and at the same time, a convincing plea in behalf of the great work itself.

If we consider for a moment the movement of the population in Lower Canada, we shall find, in localities where, eight years ago, not a single acre of land had been cleared, large numbers of settlers living in comfort and plenty, around the church of a new parish. And what has produced this sudden and unlooked-for transformation, if it be not the opening of the colonization roads? The amounts thus annually granted by the Legislature, by increasing the population and affording new outlets for trade, produce a considerable return to the public chest, at the same time that they benefit the children of the soil.

However, it would be an error to suppose that the Government can push on alone the work of colonization in the best possible manner. To this end, something more is needed than the opening of new roads and the publication of information as to the best lands in our townships; individual efforts are required. I consider it highly desirable that each parish should form an association to assist the poor settler in making his first clearing and putting in his first crop; the parish committees to be subordinate to a general committee, located at the *chef-lieu* of the county, so as to impart additional strength and unity to the movement.

We have seen the magnificent results produced by associations, particularly in Quebec and the adjoining counties. In Montreal, the clergy have also put themselves at the head of the movement, and we may surely trust that these patriotic efforts will find an echo in Canadian hearts.

The results of these excellent associations are not, perhaps, apparent at once, but three or four years after their formation, one is astonished to see that with means so feeble, in appearance, so much benefit has been rendered to that, unfortunately, too neglected class, our hardy settlers. The pecuniary sacrifices undertaken in the cause must be continued with perseverance, and that perseverance, combined with patriotism, will retain a great number of young men in the country, and greatly help to increase the vital strength of the nation.

In order to push forward the colonization movement it is much to be desired that each parish priest should himself take the initiative; for his influence can effect more than the combined efforts of the persons, however influential, of each locality. Small colonies have progressed rapidly where they had priests at their head; as, for instance, on the Saguenay, in Témiscouata, in Hereford and Auckland, and now in the valley of the Matawin.

It is important, also, that the settlers should proceed in groups of families, and not singly. The labour of the man who buries himself in the woods is sufficiently rough, and

his privations are sufficiently great, without having, in addition, to support a weary longing for his father's house, and for the church of his native village. Let the societies select a good tract of land, let them send forward fifteen or twenty families towards a given point, and these families will help one another, unite together, take cheerfully to the work of clearing the land; friends will soon join them, and in a few years a new parish will spring up in the heart of the forest. Localities favorable for colonization are to be found everywhere, and by locating the roads in the tracts most suitable for settlement, we may hope to see the land rapidly cleared.

I shall take the liberty of calling your attention more particularly to the advantages resulting for colonization from the opening of the Taché road. On the different sections of this road, the lots are being taken up in great numbers, for this is the natural field for the surplus population of the parishes on the south shore of the St. Lawrence. For instance, on the Rimouski section, all the lots on that part of the road which has been opened, were taken up before this year; and, in 1861, the number of acres of land cleared exceeds, by 251, the number for 1863. In Bégon, the population has almost doubled itself in three years. In Viger, the increase of the population is about one-fifth each year, and the progress made on the lands in the vicinity of the roads opened by Government in this locality, is highly satisfactory.

The lands surrounding Lake Pohénégamook, *Beau Lac*, the River St. Francis and Blue Lake, afford a soil of superior quality, and the eminently patriotic energy of the Rev. U. G. Talbot contributes not a little to the advancement of colonization in this fine section of country. It would be of great advantage if the road between *Ste. Sophie* and *St. Ferdinand*, in the County of Megantic, were extended as far as Lake St. Francis, thus affording the settlers of a portion of the County of Beauce direct communication with the Grand Trunk railway. This road, by crossing the townships of Lambton, Adstock, Coleraine and Ireland, would give a considerable impetus to the colonization of the fertile and, as yet, but thinly settled lands of these localities; as stated by Mr. Joseph Vigneau, in his report, it would be a line leading at right angles from the Grand Trunk railway to the Province line. The completion of this important highway ought to be rapidly pressed forward, in view of the immense mineral wealth of our Eastern Townships, where fresh discoveries daily increase the value of our vast tracts of land. Let us, therefore, do everything to enable the children of the soil to take possession of these riches, before foreign companies come in to grasp them, to our detriment.

I cannot omit to notice the noble example lately given by the gentlemen of the Quebec Seminary, in founding an agricultural establishment at St. Vincent, in the Township of Aston, in rear of Nicolet. Within the space of eighteen months they have cleared two hundred and fifty acres of land, and erected a spacious house in a charming locality. There is every reason to hope, in view of the energy and devotedness of these zealous friends of colonization, that the farm will serve as a model for the farmers of that part of the country. Here is a powerful germ of colonization which will, hereafter, produce abundant fruits.

A road which it is important to complete at once is the Pâquetville road, which crosses a portion of the Townships of Barford and Hereford. The land in these townships is of excellent quality, and, within the past five years, all the lots on the line of road have been purchased. The completion of this road is the more important in an agricultural and commercial point of view, from the fact, that all the settlers of the eastern part of Hereford and the settlers in Auckland, are now obliged to go to the United States to sell their produce and procure the necessary provisions for the support of their families; whereas the Pâquetville Road will be their most direct route to Coaticook, on the line of the Grand Trunk Railway, where they will find an outlet for their produce and a good market to purchase whatever they need. Moreover the settlers would have the very legitimate satisfaction of carrying on their dealings within their own country. Only eight miles of road remain to be finished.

The townships I have just mentioned, as well as Ditton, Marston, Chesham, Clinton, and Woburn, offer great advantages for colonization. These townships and the shores of that noble sheet of water, Lake Megantic, are the natural field for the surplus population of the Counties of St. Hyacinthe, Bagot, Rouville and Iberville.

The attempt at colonization made by the Rev. Messrs. Dagenais, Champeaux and Durocher, in these places, has been perfectly successful. Five years ago there were hardly any settlers to be found in the east part of Barford, in Hereford and in Auckland,—now three hundred families, most of them Canadian, are located there. Three-fourths of these families must travel forty miles by a bad road in order to reach Coaticook, the nearest and most advantageous place of business for them; with the Pâquetteville road finished, these settlers would have but twenty miles to travel, from the Gore of Hereford, to reach Coaticook.

Notwithstanding these disadvantages, a large number of persons, who left Belœil, St. Michel, Archange and St. Constant in poverty, are now residing in these settlements in comfort. I may cite one example from among a large number: "In the Gore of Hereford, on lot 19, range AB," writes the Rev. Mr J. B. Champeaux, "resides Theophile Pâquette, who left the Parish of Belœil in January, 1863, in the following circumstances: he was a young man of sober and laborious habits and in the enjoyment of good health, who had succeeded, by economy and perseverance, in collecting a small capital of \$500, and was desirous of settling. He was recommended to bend his steps towards the townships, but, sharing the prejudices which many Canadians feel towards a new country, he replied 'what little money I have, I have earned by hard labor, and I will not go and sacrifice it in the woods, far away from the abodes of man.' He married and bought a farm; he sold it and bought another, borrowed some money, and two or three years subsequently, after taking every trouble which a man can take, he sold his second farm and paid his debts. All that remained to him was one horse, one cow, four sheep and the means of making a payment of \$25 on his land which had been bought for him by another person, in the hope that at a later period, he would be induced to go and settle upon this lot of land, which was to save him from falling into utter indigence. So indeed the young man, finding his condition altered for the worse, said to himself, 'I will go and hide my shame in the forest,' and then, with his wife, dropping a few tears of regret on leaving his native place, he took with courage the road to the Eastern Townships. He reached the neighborhood of his lot, took lodging with a neighbor for the winter, and began the clearing of the land necessary for the erection of a good house, a barn, stables, &c. Now this young settler has nearly 10 arpents of land under cultivation, a fine harvest, a horse, three cows, several sheep and other cattle. He has three children, and appears to rejoice in the thought that it will be in his power to establish them near himself."

The movement, which is daily increasing among the populous settlements of the north shore of the St. Lawrence, should also be directed towards the great Lake L'Assomption. The colonization societies of the district of Montreal, through their more frequent relations with the inhabitants of that part of the country, will no doubt hasten to form there the nucleus of a settlement. It is important that the seeds of colonization should be thus sown in various places, in order that its ramifications may at a later period extend in all directions. The Reverend Messrs. Brassard and Prevost deserve great praise for the efforts and sacrifices which they have made with the view of promoting the clearing of the land in the Matawin valley.

I have also to call your attention to the importance of completing the Kinogami road. The valley of Lake St. John is, without any doubt, one of the finest in Lower Canada, as regards its extent, the fertility of its soil, the quality of its timber, and the mildness of its climate. The population is increasing, notwithstanding the great difficulty of communication; but it would have doubled had this road been sooner completed. The valley could support a population of 100,000 souls, and before many years have passed, the Saguenay will be one of the granaries of Lower Canada.

In view of the momentous events which are being developed around us in the shape of important alterations in our political constitution, it is the duty of every individual, as also of the Government, to promote the cultivation of our wild lands, to attract a large and healthy immigration, and to implant in those parts which are most favorable to agriculture and trade, such as those which I have just pointed out, seeds of colonization, which will, in future days, give us an important position, and permit us to assume, in both an agricultural and a national sense, an elevated position in the political and social scale of the American continent.

Under these circumstances, the friends of colonization are in hopes that a large sum will be voted by the Legislature, at its approaching session, for the opening of new roads during the year 1865, in order to supply the immense requirements of the country and the zeal of the settlers.

By satisfying these legitimate hopes, the Government will be deserving of the gratitude of all.

For this purpose I recommend the voting of a sum of \$200,000.

In the observations which I submit to you upon the work executed on the various Colonization Roads, I have adhered to the order adopted in my reports of former years.

Annexed to this report will be found a statement shewing the sums granted for each road, the amounts paid to the several superintendents of works, and the disposable balances.

I have the honor to be, sir,

Your obedient servant,

BOUCHER DE LA BRUERE,

Acting Inspector of Agencies.

Statement of sums granted and paid
for work done on Colonization Roads
in Lower Canada, from the 1st July
to the 21st December, 1864.

STATEMENT of sums granted and paid for work done on Colonization Roads in Lower Canada, from the 1st July to the 21st December, 1864.

COUNTIES.	Names of Roads, Bridges, &c.	Names of Superintendents.	Previous Balances.	Amounts granted.	Totals.	Amounts paid.	Disposable Balances.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Chicoutimi	Kingstani Road, 1st section	J. B. Gaudin	2883 02	3161 50	2077 50	484 00	
	do 2nd do	J. F. Laugelots	1116 98	1416 98	1416 98		
	do 3rd do	C. Drapeau	600 00	600 00	600 00		
	do 4th do	P. Girard	1800 00	1800 00	1800 00		
Charlevoix	Sylvestre do	Jos. Fortin	100 00	100 00	100 00		
	Bridge over the Rivière au Sable	T. Boily	422 31	422 31	388 83	33 51	
	St. Urbain Road, Charlevoix section	O. Gauthier	1106 80	1106 80	1106 80		
	Settlement and DeSales Road	C. Gagnon	600 00	600 00	600 00		
Montmorenci	Pied des Monts Lake Road	J. A. Bureau	300 00	300 00	300 00		
	Cauchon Road	C. Rhéaume	1000 00	1000 00	800 00	200 00	
	Stoneham and Tewksbury Road	J. U. Bédard	100 00	100 00	100 00		
	St. Raymond and Valcartier Road	M. Déry	500 00	500 00	500 00		
Champlain	Montauban Road	H. Déry	300 00	300 00	300 00		
	Colbert do		600 00	600 00	600 00		
	St. Anne Bridge	J. Trudel	700 00	700 00	700 00		
	St. Titre Road	D. Carpentier	150 00	150 00	150 00		
St. Maurice	Fourth Concession of St. Titre Road	L. Arcand	300 00	300 00	300 00		
	Grandes Piles Road	Fr. Trudel	260 50	260 50	260 50		
	Road from St. Narcisse to St. Maurice	A. J. Lacourcière	266 67	266 67	266 67		
	Batiscan Bridge	B. Roy	200 00	200 00	200 00		
Maskinongé	Road from St. Stanislas to St. Prosper	G. Chéné	200 00	200 00	200 00		
	St. Léon Springs Road	C. Gélinas	240 00	240 00	240 00		
	Bridge over the Great River Yamachiche	C. Maghan	517 45	517 45	517 45		
	Magnan Road	R. Baré	40 00	40 00	40 00		
Berthier	Mastigouche Bridge	D. Mauger	660 00	660 00	660 00		
	St. Didaque Road	F. X. A. Rivard	50 00	50 00	50 00		
	Rivière aux Escures Road	J. Laporte	200 00	200 00	200 00		
	Alfred and Ste. Catherine Road	J. J. Provost	200 00	200 00	200 00		
Berthier and Joliette	Branlon Road	L. Brassard	400 25	400 25	400 25		
	Matawin do	E. S. Provost	1000 00	1000 00	1000 00		
	L'Assomption River Road	L. Dufresne	600 00	600 00	600 00		
	Kilkenny Road	do	134 25	134 25	134 25		
Terrebonne	Road from Kilkenny to Ste. Julienne	C. B. Lafleur	134 25	134 25	134 25		
	North River Bridge						

Two Mountains	Aborrombie, Morin and Wexford Road	P. A. Labrie	465 75	465 75	465 75	
	Valleyfield Road	A. Koy	300 00	300 00	300 00	
	St. Colomaban Road	Jno. Kennedy	300 00	300 00	300 00	
	Argenteuil Road, Argenteuil section	W. Smith	100 00	100 00	100 00	
Argenteuil	do do Morin section	G. Hamilton	100 00	100 00	100 00	
	do do East Morin section	A. Matthe	50 00	50 00	50 00	
	Chatham and Wentworth Road, Chatham section	J. Clark	75 00	75 00	75 00	
	Ninth and 10th ranges of the Chatham section	H. Dickson	50 00	50 00	50 00	
Ottawa and Pontiac	Chatham and Wentworth Road, Wentworth section	H. Morrow	125 00	125 00	125 00	
	Grenville and Arundel Road, Grenville section	A. Cameron, Jr.	100 00	100 00	100 00	
	do do Harrington section	A. Campbell	100 00	100 00	100 00	
	Grenville and Amherst Road	J. McCallum	150 00	150 00	150 00	
Gaspé	East Outlet Road, Wentworth section	R. Ford	150 00	150 00	150 00	
	St. André Bridge	A. Proudfoot	250 00	250 00	250 00	
	Coulonge River Bridge	G. Landon	423 00	423 00	423 00	
	Black do do	W. Stubbs	968 00	968 00	968 00	
Donaventre	Gatineau do do	A. Painchaud	342 89	342 89	342 89	
	Ans à Louisa Road	do	157 01	157 01	157 01	
	York Road	J. Faurel	400 00	400 00	400 00	
	Bois-Brûlé and Chien-Piane Road	G. LeBouthier	300 00	300 00	300 00	
Himonski	Perceé Road	H. Nadeau	300 00	300 00	300 00	
	Amherst (Magdalen Islands) Road	W. Gray	120 00	120 00	120 00	
	Kerny Bridge		75 00	75 00	75 00	
	Paspébio Catholic Church Road		2880 00	2880 00	2880 00	
Témiscouata	Bridges and various other Roads	J. B. Leppage	1130 75	1130 75	1130 75	
	Taché Road	F. Turcot	150 00	150 00	150 00	
	St. Denis East Road	J. Forbes	100 00	100 00	100 00	
	do West do	J. E. Gagnéux	150 00	150 00	150 00	
Kamouraska	White River Road	V. Gosselin	200 00	200 00	200 00	
	Tartigo River Road	Z. Lanette	100 00	100 00	100 00	
	Sandy Bay Road	J. R. Lavoie	200 00	200 00	177 32	22 68
	Neigette do	E. Pouliet	200 00	200 00	200 00	
Carried forward	Mappes do	F. X. Dufour	200 00	200 00	200 00	
	Duquesne do	J. B. Hudon	400 00	400 00	400 00	
	Chénier and Béland Road	C. Dubs	600 00	600 00	600 00	
	Détour du Lac Témiscouata, Road	T. P. Pelletier	220 00	220 00	220 00	
Total	Bégon Road	C. Côté	500 00	500 00	500 00	
	Denonville Road	L. M. Lapointe	500 00	500 00	500 00	
	Viger do	C. Thériault	400 00	400 00	400 00	
	St. Eloi do	N. Miville	100 00	100 00	100 00	
Grand Total	St. Modeste do	G. Talbot	55 00	55 00	55 00	
	Biau River do		150 00	150 00	150 00	
	Mont Carmel Road		300 00	300 00	300 00	
			30296 09	30296 09	30296 09	

STATEMENT of sums granted and paid for work done on Colonization Roads in Lower Canada, from the 1st July to the 21st December, 1864.—Continued.

COUNTIES.	Name of Roads, Bridges, &c.	Names of Superintendents.	Previous Balances.	Amounts granted.	Totals.	Amount paid.	Disposable Balances.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Kamouraska	Woodbridge Road	<i>Brought forward</i>	1883 43	34155 85	36259 28	30298 00	6091 19
	Pohénégamouk Road	J. B. Dionne	74 97	325 03	400 00	400 00	
	St. Alexandre Bridge	R. Michaud	150 00	50 00	200 00	200 00	
	Chapais Road	D. Soucy		400 00	400 00	133 33	206 67
	do	J. Dionne		1249 38	1249 38	1249 38	
	do	S. Drapau		503 17	503 17	503 17	
	do	D. Brean		290 00	290 00	290 00	
	Aras à Giles Road	W. Passé		700 00	700 00	700 00	
	do	E. Côté		700 00	700 00	700 00	
	do	A. Talbot		200 00	200 00	200 00	
L'Islet	Beaubien do	do		206 00	206 00	206 00	
	Morignau and South River Bridges	do		1230 00	1230 00	1230 00	
	Matillon Road	E. Anlet		750 00	750 00	750 00	
	Languevin do	J. Kourcier		100 00	100 00	100 00	
	Little Buckland Road	L. Rousseau		100 00	100 00	100 00	
	Standon Road	J. J. Millan		75 00	75 00	75 00	
	Road from Frampton to Standon	J. Duf		100 00	100 00	100 00	
	Traverse Road	do		100 00	100 00	100 00	
	Longues Pointes Road	P. Caspary		50 00	50 00	50 00	
	do	E. Halé		200 00	200 00	200 00	
Beauce	Cranbourne and Langevin Road	E. Halé		450 00	450 00	450 00	
	St. Marguerite Grand Line Road	do		500 00	500 00	500 00	
	Iberville Road	P. Morcier		300 00	300 00	300 00	
	St. Lambert Road	A. Toussé		300 00	300 00	300 00	
	France Boucher Road	C. J. O. Pélard		400 00	400 00	400 00	
	Jersey (Lake Mégantic) Road	F. Catifler		600 00	600 00	600 00	
	Gayhurst Road	R. Pallaire		400 00	400 00	400 00	
	Lake F. François Road	L. LaBrecque		400 00	400 00	400 00	
	Adstock Road	J. P. Sérubé		1000 00	1000 00	1000 00	
	Road from Melhot's Mill to Harvey Hill	J. Énaud		1200 00	1200 00	1200 00	
Lotbinière	Glenoyd Road	J. Thompson		850 00	850 00	850 00	
	Road from Harvey Hill to Melhot's Mill	R. Guillen		400 00	400 00	400 00	
	St. Sophie and St. Ferdinand Road	Jos. Vigneau		150 00	150 00	150 00	
	St. Venesias Road	Jean Vigneau		550 00	550 00	550 00	
	do	do		300 00	300 00	300 00	
	Swamp Road	do		300 00	300 00	300 00	
	Aston Grand Line Road in Horton	C. Verbonœur		300 00	300 00	300 00	
	do	do		300 00	300 00	300 00	
	do	do		300 00	300 00	300 00	
	do	do		300 00	300 00	300 00	
Beauce	12th Range of Haddington Road	P. de Villers		200 00	200 00	200 00	
	14th do do	do		200 00	200 00	200 00	
	Road from Gentilly to Ste. Gertrude	do	400 00		400 00	400 00	
	Road in Horton	S. Doucet		150 00	150 00	150 00	
	Road from Chénier to Tingwick	J. O. Beaubien		150 00	150 00	150 00	
	do	F. X. Beauclé		200 00	200 00	200 00	
	Bulstrode to Victoriaville	L. LaBrecque-Viger		200 00	200 00	200 00	
	Craig (Chester) Road	A. Veulleux		200 00	200 00	200 00	
	St. Germain do	A. Lupien		400 00	400 00	400 00	
	Lupien and St. Guillaume Road	J. B. Delisle		200 00	200 00	200 00	
Wolfe and Richmond	Straford and Weston do	J. E. Côté		400 00	400 00	400 00	
	Garthby and Weedon do	J. T. Lebel		300 00	300 00	300 00	
	Wotton and Wolfestown do	A. O. Pelisson		400 00	400 00	400 00	
	do	A. A. Watter		200 00	200 00	200 00	
	Weston and Ham do	G. E. Wurtels		400 00	400 00	400 00	
	St. Camille and Dudswell do	J. Z. C. Miquelon		200 00	200 00	200 00	
	Melbourne Road	G. Williamson		200 00	200 00	200 00	
	Salmon River Bridge	W. Parwell		650 00	650 00	650 00	
	Hampden and Ditton Road	C. A. Bailey	50 00	200 00	250 00	200 00	
	St. François Road to North Winslow	E. Bélangier		200 00	200 00	200 00	
Compton	Marston Road	C. Noble		500 00	500 00	500 00	
	Threaveville Road	J. Dubois	1300 00		1300 00	1300 00	
	Piquetville do	L. S. Balvin	545 30		545 30	545 30	
	Sutton Valley Road, 2nd section, the part lying between Brons Corner and Sutton Falls	do		400 00	400 00	400 00	
	do do 4th section, the part lying between Glen, Sutton and Potton or the Missisquoi River Road	do		200 00	200 00	200 00	
	The part lying in the County of Bromes, of a road from Adamsville, in East Farnham, to the St. George Station	G. Adams		200 00	200 00	200 00	
	Sutton and Potton Road	A. B. Dufresne		200 00	200 00	200 00	
	North Ely Road from Duffy towards the Church	J. McDonald		200 00	200 00	200 00	
	New Ireland Road	A. Lérigé dit Laplante		300 00	300 00	300 00	
	St. Brome	do	do	5603 70	5603 43	61663 13	53679 23	7953 90
do		do		400 00	400 00	400 00	
do		do		200 00	200 00	200 00	
do		do		200 00	200 00	200 00	
do		do		200 00	200 00	200 00	
do		do		200 00	200 00	200 00	
do		do		200 00	200 00	200 00	
do		do		200 00	200 00	200 00	
do		do		200 00	200 00	200 00	
do		do		200 00	200 00	200 00	

COUNTIES.	Name of Roads, Bridges, &c.	Names of Superintendents.	Previous Balances.	Amounts granted.	Totals.	Amount paid.	Disposable Balances.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Arthabaska & Drummond	12th Range of Haddington Road	P. de Villers		200 00	200 00	200 00	
	14th do do	do		200 00	200 00	200 00	
	Road from Gentilly to Ste. Gertrude	do	400 00		400 00	400 00	
	Road in Horton	S. Doucet		150 00	150 00	150 00	
	Road from Chénier to Tingwick	J. O. Beaubien		150 00	150 00	150 00	
	do	F. X. Beauclé		200 00	200 00	200 00	
	Bulstrode to Victoriaville	L. LaBrecque-Viger		200 00	200 00	200 00	
	Craig (Chester) Road	A. Veulleux		200 00	200 00	200 00	
	St. Germain do	A. Lupien		400 00	400 00	400 00	
	Lupien and St. Guillaume Road	J. B. Delisle		200 00	200 00	200 00	
Wolfe and Richmond	Straford and Weston do	J. E. Côté		400 00	400 00	400 00	
	Garthby and Weedon do	J. T. Lebel		300 00	300 00	300 00	
	Wotton and Wolfestown do	A. O. Pelisson		400 00	400 00	400 00	
	do	A. A. Watter		200 00	200 00	200 00	
	Weston and Ham do	G. E. Wurtels		400 00	400 00	400 00	
	St. Camille and Dudswell do	J. Z. C. Miquelon		200 00	200 00	200 00	
	Melbourne Road	G. Williamson		200 00	200 00	200 00	
	Salmon River Bridge	W. Parwell		650 00	650 00	650 00	
	Hampden and Ditton Road	C. A. Bailey	50 00	200 00	250 00	200 00	
	St. François Road to North Winslow	E. Bélangier		200 00	200 00	200 00	
Compton	Marston Road	C. Noble		500 00	500 00	500 00	
	Threaveville Road	J. Dubois	1300 00		1300 00	1300 00	
	Piquetville do	L. S. Balvin	545 30		545 30	545 30	
	Sutton Valley Road, 2nd section, the part lying between Brons Corner and Sutton Falls	do		400 00	400 00	400 00	
	do do 4th section, the part lying between Glen, Sutton and Potton or the Missisquoi River Road	do		200 00	200 00	200 00	
	The part lying in the County of Bromes, of a road from Adamsville, in East Farnham, to the St. George Station	G. Adams		200 00	200 00	200 00	
	Sutton and Potton Road	A. B. Dufresne		200 00	200 00	200 00	
	North Ely Road from Duffy towards the Church	J. McDonald		200 00	200 00	200 00	
	New Ireland Road	A. Lérigé dit Laplante		300 00	300 00	300 00	
	St. Brome	do	do	5603 70	5603 43	61663 13	53679 23	7953 90
do		do		400 00	400 00	400 00	
do		do		200 00	200 00	200 00	
do		do		200 00	200 00	200 00	
do		do		200 00	200 00	200 00	
do		do		200 00	200 00	200 00	
do		do		200 00	200 00	200 00	
do		do		200 00	200 00	200 00	
do		do		200 00	200 00	200 00	
do		do		200 00	200 00	200 00	

BOUCHER DE LA BRUÈRE,
Acting Inspector of Agencies.

COUNTY OF CHICOUTIMI.

KINOGAMI ROAD.

FIRST SECTION.

Superintendent:—J. B. GAUDIN.

Balance of the grant of 1862.....	\$ 278 48
Amount granted in 1864.....	2883 02
	\$3161 50
Amount paid.....	2677 50
	\$484 00

This section of road has, this year, been completed over an extent of four miles and 67 chains, all of which is adapted for summer vehicles, except that some large stones are left which will have to be blasted.

Thirty-four bridges have been built, having an aggregate length of 220 feet. Exclusive of bridges, the work has cost \$480 a mile.

The soil along the part of the road which has been made this year, is of medium quality. Notwithstanding this disadvantage, the land is taken and several settlers have got in pretty good crops. About twenty arpents from the road there is a tract of excellent land where a hundred settlers might establish themselves.

The following is what Mr. Gaudin states in his report:—"The greatest advantage which this road will afford to colonization will be the communication which it will afford with Hébertville and the fine valley of Lake St. John. This road constitutes the sole means of communication at the disposal of all the settlers beyond Lake Kinogami. Hébertville is already one of the largest parishes in the county; some settlers residing there are very comfortably off. One, who has resided there for ten years, harvested this year 800 bushels of grain, 4,000 bundles of hay, and 750 bushels of potatoes. He has property worth \$6,000. Others who settled there two years ago have harvested more than sufficient for their maintenance. These settlers came here in great poverty and burthened with large families."

The valley of Lake St. John, one of the finest and most extensive in Lower Canada, is remarkable for its fertile soil, its splendid timber and the mildness of its climate. It could contain a population of one hundred thousand souls.

It is, therefore, absolutely necessary that the Government should cause the Kinogami road to be completed at the earliest possible period, so as to provide settlers with the means of going and establishing themselves there.

This section of the road is very difficult to make, in consequence of the low, rocky land which is met with, and the great quantity of bridging which has to be made.

Mr. Gaudin says, that a sum of \$6000 will be required to complete this section.

SECOND SECTION.

Superintendent:—J. F. LANGLAIS.

Amount of grant.....	\$1416 98
Amount paid.....	1416 98

Nearly three miles of this section of the road have been completed this year, and seventeen chains have been slashed.

An extent of eighteen miles of this section is now completed. Fourteen bridges, having an aggregate length of 216 feet, have been built at a cost \$200.

Colonization has advanced, of late years, principally in the Townships of Méry, Caron, and Metabetchouan, the population of which has increased two thirds.

All the lots along the road have been taken for several years; but as it was impossible to reach them for want of a road, it was not until last spring that the settlers could begin their clearing, and considerable slashes have since been made.

Mr. Langlais says that a sum of from \$800 to \$900 will be required to complete this section of the road.

THIRD SECTION.

Superintendent :—CHARLES DRAPEAU.

Amount granted.....	\$600 00
Amount paid.....	600 00

This section of the Kinogami road extends from the Metabetchouan River to the Oujatchouan River, a distance of 10½ miles.

Five and a half miles of the road have been opened to a width of 10 or 12 feet. Although only good as a winter road, yet in case of necessity it can be travelled by the settlers in carts. It has cost \$100 a mile, exclusive of bridges.

The total length of bridges and bridging is 350 feet. These works have cost \$50.

Although along the first four miles of the road much bare rock is found, still the soil is excellent, and adapted for the production of all kinds of grain. On the remaining six and a half miles, as far as the Oujatchouan River, there is no waste of land; soil presenting greater advantages to settlers, cannot be asked for.

There are magnificent water-powers at each end of this section of the road, on the Metabetchouan and Oujatchouan Rivers. On the third mile of the road, on the border of Lake St. John, there is also an excellent limestone quarry.

Only 25 inhabitants have settled on their lands along this section of the road; all the lots, however, have been taken, and the settlers are only awaiting the opening of the road to take up their residence upon them. Last spring, they sowed and cleared 300 arpents of land. A portion of these sowings was destroyed by fire, and some settlers were compelled to sow a second, and some even a third time; but the crops produced by what escaped were very fine.

The increase in the value of real property has been 150 per cent. in the last few years, and the population has augmented in about a like proportion.

A sum of \$500 will be necessary to open the road throughout its whole extent, and the amount necessary to complete it will be \$4000.

FOURTH SECTION.

Superintendent :—P. GIRARD.

Amount granted.....	\$1800 00
Amount expended.....	1800 00

The fourth section of the Kinogami road begins at the Roberval front road, and is to end at the Ashouamoutshouan River.

About six miles of it were opened in 1862 as a winter road. Of this extent, five miles, less two arpents, have been completed this year. The road has been completely turnpiked and drained. In the fifth mile 10 arpents of the road are traversed by a chain of boulders, and this impediment was with difficulty surmounted and the road made practicable. The Superintendent being unprovided with blasting implements, had to remove enormous boulders by sheer strength, and to sink others underground, and likewise to draw most of the earth required to cover the stones.

The average cost of the completed road has been \$334 a mile.

Two bridges, measuring together 74 feet in length, have been built at a cost of \$90.

There have also been made 25 water-courses, well bridged and boxed, across the road; some of these ditches are continued for a great distance into the woods.

In his report, Mr. Girard furnishes the following information:—"In the first four miles the soil consists principally of yellow sandy loam lying upon a sub-soil of clay, an excellent soil, if we may judge from the beauty of the crops of different kinds of grain which border upon the first 20 arpents of the road. The road crosses the Indian Reserve, which has a frontage of three miles and is six miles in depth, and of which a part includes a por-

tion of the fine Ashouamoutshouan valley. Here trees of all kinds grow to a great height; among them we may specify elm, black and white birch, cedar, &c., all woods which demonstrate that the soil is of the finest quality. At this place the soil consists of pure unmixed clay.

"At the end of the third mile there is a magnificent water-power, the same which sets in motion Mr. Thomas Goume's saw and grist mill.

"The road over the fourth section, crossing the magnificent Township of Ashouamoutshouan and Demeule, will at a latter period afford greater advantages for colonization and the clearing of the land. Besides that these townships, comprising excellent and level land, contain little or no waste land, there are in the neighborhood, on the shores of Lake St. John, immense meadows left uncovered all summer by the sinking of the waters of the lake. Notwithstanding the hundreds of heads of cattle which feed on these rich pastures, thousands of bundles of hay might be got from them. Many of the Roberval settlers, in spite of the distance and the difficulty of transport, go thither to lay in their supply of hay."

And now, why is it that, with such fine prospects, with such great advantages for settlers wishing to establish themselves well, these magnificent townships are still almost untouched, so that we only see here and there a few small clearings made by young settlers from Beaupré?

Several years ago these townships were laid out and reserved for the so-called Beauport Society, under the direction of the Reverend Mr. Tremblay, and up to the present time, there have been found but ten young settlers in the County of Montmorency, who have had courage enough to come and occupy their lots.

The greatest cause of dismay to the settlers who are desirous of coming to establish themselves on the shores of Lake St. John, is the immense difficulty of getting there, and the great cost of water transport in summer, which means they are obliged to adopt for want of a land road.

The shores of Lake St. John have now been inhabited for nine years, and the settlers are still contending with the same difficulties as during the first years. Let the Government make roads between the lake, the Aulnets and the other Saguenay parishes, and build bridges over the rivers, and in a few years the aspect of Lake St. John will be changed.

RIVIÈRE AU SABLE BRIDGE.

Contractor.—H. DUFOUR.

Balance of 1863.....	\$423 34	
Amount granted in 1864.....	300 00	
		\$722 34.
Amount paid.....		688 83.
		—————
Balance remaining.....		\$ 33 51.

This bridge is situated over the Rivière au Sable on the Kinogami road. It is divided into two parts by an island about an arpent in width. It is 386 feet in length, 18 feet wide and 18 feet in height. The bridge was completely finished last spring.

Of the amount granted, \$100 was sent to Mr. Martin to open the road on the island between the two bridges, so as to provide against accidents by fire. This part of the road was made by Mr. Dufour for the sum of \$80.

Despite these precautions, the western portion of the bridge, 119 feet in length, has been destroyed by fire. Dr. Martin wrote to me as follows on the 12th July last: "I have to inform you that one of the bridges, happily the less important of the two, was burned on the 27th June, entailing a loss of at least \$200. The great droughts which we have experienced, have proved injurious to many settlers on the Saguenay."

SYDENHAM ROAD.

Superintendent:—JOSEPH FORTIN.

Amount granted.....	\$100 00
Amount paid.....	100 00

This sum was expended in making repairs which had been rendered indispensable by fire. Mr. Fortin thinks that a sum of \$1300 will be required to complete the road and to box in eight arpents of ditch on each side, and to cover the same with earth. The ditches, dug out the black soil, are eight feet in depth.

COUNTY OF CHARLEVOIX.

ROAD FROM ST. URBAIN TO GRANDE BAIE.

CHARLEVOIX SECTION.

Superintendent:—O. GAUTHIER.

Amount granted.....	\$1106 80
Amount paid.....	1106 80

The greater part of the twenty-nine miles of this road, which are situated in the County of Charlevoix, was in such bad condition that it was almost impossible to travel over it in wheeled vehicles. Three miles of this road were completed this year, and cost \$275 a mile, exclusive of bridges.

Five bridges, having a total length of sleeper of 164 feet, cost \$104, and 502 feet of crossway, covered with sand and gravel, cost \$96.

Mr. Gauthier writes as follows:—"The road in question is the only outlet which the settlers on the Upper Saguenay, amounting to about eleven thousand souls, have at their disposal. And, as there are no more Townships to be colonized in the County of Charlevoix, it follows that the excess of population is compelled to emigrate towards the Upper Saguenay, and therefore this road affords great advantages to colonization and trade."

About \$5,000 would be required to complete the road throughout its whole extent, without taking into account the bridge over the Malbaie River.

PIED-DES-MONTS LAKE ROAD.

Superintendent:—J. A. BUREAU.

Amount granted.....	\$300 00
Amount paid.....	300 00

This road begins at the St. Urbain Road, half a mile from the houses, and is to end at Pied-des-Monts, a distance of about $7\frac{1}{2}$ miles. Of this, $3\frac{1}{2}$ miles have been merely opened as far as the first range of Pied-des-Monts Lake; all of it is, however, practicable for summer vehicles. Exclusive of bridges and brushwork, it has cost about \$220.

Seven bridges, measuring 133 feet in length, have been built, besides which 20 arpents of brushwork have been laid. These latter works cost \$80.

Mr. Bureau sends me the following information, respecting the localities adjacent to the road:—

"All the land crossed by the road is well adapted for cultivation. White birch, fir, pine and spruce are found upon it.

"The road, when finished, will lead to a magnificent tract of land, sufficient to form a fine parish, which is situated at Pied-des-Monts. Behind the mountains, which are easily crossed, there are some fine forests in which pine is abundant.

"Good water-powers exist at the outlets of Long Lake and Pied-des-Monts Lake. On the former, a saw-mill has already been erected.

"Fifty lots have this year been taken by the inhabitants of St. Agnes, and an extent of 150 arpents has been cleared.

"The climate is excellent; barley, rye, and pease ripen perfectly; the fly has not yet appeared at Pied-des-Monts.

"About four miles of road still remain to be opened, and the whole has yet to be completed"

It is calculated that a sum of \$1,000 would be necessary to complete it.

SETTRINGTON AND DE SALES ROAD.

Superintendent:—CLOVIS GAGNON.

Amount granted	\$800 00
Amount paid	600 00

This road begins at the St. Marie Concession, in the Seigneurie of Eboulements, and ends at a place called Camp de Labbé, on the road from St. Urbain to Grande Baie. It is fifteen miles and some arpents in length, and is completely finished.

Two miles and twelve arpents were completed during last summer. The approximative cost per mile, including bridges, crossways, and brushwork, has been \$160. Thirteen little bridges have been built, measuring together 60 feet in length. Besides these, 21 arpents, six perches and 12 feet of crossway and brushwork have been laid, and the whole covered with earth. Everywhere the road passes the soil is of good quality and adapted for cultivation, even to a great distance from the road.

There is a good water-power on the outlet of Swan Lake, and limestone is found at several points along the road.

The following statements are made by Mr. Gagnon in his report:—

"Colonization has made great progress in the Townships through which the road passes, and all the land in Settrington and De Sales is occupied, and much of it in an advanced state of cultivation. Several farms even have been taken to the north-west of the Rivière de Gouffre, although the country there is unsurveyed.

"Much land was cleared this year, but I cannot state the number of arpents. All the grain sown yielded well and was not injured by the frost."

COUNTY OF MONTMORENCY.

CAUCHON ROAD.

Superintendent:—CHARLES RHÉAUME.

Amount granted.....	\$1000 00
Amount paid.....	800 00
Balance remaining.....	\$200 00

This road is now opened to an extent of five miles, which is not entirely completed; it may, however, be travelled in summer vehicles. The cost has been \$110 a mile.

The approaches to the great bridge over the River St. Anne have been completed; one is 40 and the other 60 feet in length. The bridge is now passable, but the flooring has not all been laid.

Three bridges have been built; they measure together 165 feet in length.

The soil, along the first mile of the road is very fertile; the timber is large and consists in great part of black birch. The second mile runs through a bottom lying between two mountains. The soil is black earth. On the other three miles the soil is of superior quality, and the timber found consists of hard maple and ash.

Within these five miles there are two water-powers, and a saw-mill is to be built during the present winter.

Since the road was commenced colonization has made great progress at the Rivière des Roches to the south-west of River St. Anne. The St. Joseph settlers have taken land along the line of road, as traced, and have begun to open it.

COUNTY OF QUEBEC.

STONEHAM ROAD

Superintendent:—JOSEPH URBAIN BÉDARD.

Amount granted.....	\$100 00
Amount paid.....	100 00

Two miles of this road have been completed; it can be travelled throughout its whole length, but with difficulty.

A bridge, 30 feet long, has been built, and a certain amount of brushwork laid.

The road passes, for the most part, over a poor and stony soil, but leads to well-timbered lands, where considerable clearings have been made.

The grain here has in no way suffered from the frost or the fly.

A sum of \$400 would be necessary to complete the road. It is verbalized.

ROCHE-PLATE ROAD.

Superintendent:—CHARLES RHÉAUME.

Balance of grant of 1862, remaining in the hands of the Superintendent	\$62 25
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Five arpents of road were opened in the autumn of 1863, to avoid an almost insurmountable rock which lay across it. This balance was applied, last summer, to completing the piece of road in question.

COUNTY OF PORTNEUF.

VALCARTIER AND ST. RAYMOND ROAD.

Superintendent:—MICHEL DÉRY.

Amount granted.....	\$500 00
Amount paid.....	500 00

One mile of this road, which had been opened in 1863, has been completed, and two miles more have been opened. A bridge, 69 feet long has been built.

The soil in the vicinity of the road is good and covered with mixed wood. The road will prove very advantageous to the settlers in Gosford. It would require \$800 to complete it.

MONTAUBAN ROAD.

Superintendent:—F. BÉLANGER.

Amount granted.....	\$300 00
Amount paid.....	300 00

This road begins six miles from the River St. Anne, in the parish of St. Casimir, and is to end at the Batiscan River, thus crossing the Township of Montauban through its entire depth. Its length will be 13 miles.

The works of last season consist of the opening and completion of 1½ mile of road, practicable for wheeled vehicles, the building of a bridge 25 feet in length, and the laying of 980 feet of crossway. The road cost \$158.27 a mile exclusive of the bridge.

Mr. Bélanger writes to me that the land through which the road passes is excellent and heavily timbered with hardwood, and that the same characteristics prevail over the land adjacent, which forms on each side of the road a remarkably level and fine valley.

Besides that the road provides easy access to the magnificent land of this new location,

it will afford another very great advantage to colonization in allowing the settlers to go and establish themselves on the banks of the Batiscan River, where the land is excellent.

To prove that colonization is making great progress here, it will suffice to say that the resident population already require the erection of a chapel, and for that purpose the lot upon which the works were commenced last summer, has been selected as the site of the new church. The lots along the road are all taken, and considerable clearings have already been made.

It is calculated that a sum of \$359 would be required to open the road as far as the Batiscan River.

COLBERT ROAD.

Superintendent.—HENRY DÉRY.

Amount granted.....	\$600 00
Amount paid.....	600 00

Of this road, 120 arpents have been opened this year from lot No. 2 in the double range to the north of Lake Simon; the cost per mile has been about \$100 exclusive of bridges.

A rather considerable bridge has been built at the outlet of the lake, and about 7½ arpents of road have been laid with brushwork and crossway.

The land is generally good along the road and is wooded with merchantable timber. Further up the land is excellent.

The lots are taken in part and a certain amount of clearing has been made. Eight families are residing on their land. The road is to be continued as far as the Batiscan River.

COUNTY OF CHAMPLAIN.

BATISCAN BRIDGE.

Amount granted.....	\$400 00
Amount paid.....	400 00

A part of the bridge built over the Batiscan River, in the parish of St. Stanislas, having been carried away by the ice in the spring of 1863, a sum of \$400 was granted to the local Municipal Council to assist in repairing the damage.

The work was given out by contract, on the 2nd July last, to Ephrem and Joseph Proteau, for the sum of \$800, of which \$400 are to be paid by the municipal authorities of St. Stanislas.

The part of the bridge which has been rebuilt is 288 feet in length, divided into three arches of 96 feet span. The arches rest on two piers 12 feet wide, 20 feet long and 22 feet high. Four ice-fenders, 30 feet long by 12 feet wide have also been built to protect the piers. Another pier which had been moved from its original position and had assumed a crooked and irregular shape, has also been rebuilt.

The whole of these works have been filled to the top with stone. They are now completed in accordance with the plans and specifications, and have been received by experts.

ST. STANISLAS AND ST. PROSPER ROAD.

Superintendent.—B. Ror.

Amount granted.....	\$200 00
Amount paid.....	200 00

This road begins at the main road situated on the south-east bank of the Batiscan River and is continued as far as the St. Prosper Road. Twenty arpents of it have been opened and 18 arpents completed. On this portion of road two bridges have been built.

It will prove advantageous to the colonization of the land in the interior, by providing easy communication for the inhabitants on the banks of the river, who are desirous of establishing their children on this land.

Mr. Roy calculates that a sum of \$350 will be required to open the road.

ST. NARCISSE ROAD.

Superintendent — FRANÇOIS TRUDEL.

Amount granted.....	\$260 50
Amount paid.....	260 50

The point at which this road begins is at the extremity of the Seigniorship of Champlain, five and three quarter leagues from the river, along the main line between the seigniorships of Champlain and Batiscan and the Township of Radnor; the road is to be continued along that line, but entirely within the Seigniorship of Batiscan, as far as the River St. Maurice. It will be about ten miles in length.

Fourteen arpents of road have been opened and completed; twenty-three arpents of ditching have been made, besides a large main ditch two arpents long, to carry off the water from the road. This ditch falls into another, eight arpents long, which it was found necessary to enlarge and partially box in. Besides these works, two arpents of road have been merely opened. The cost of the completed road, exclusive of bridges, has been \$364 a mile. Four little bridges have been built.

In his report, Mr. Trudel states that the nature of the soil traversed by the road varies in different places. The road begins at a point lying south of a large burned tract, extending from east to west from La Tortue River nearly to the St. Maurice River, thus crossing the Township of Radnor and the Seigniorship of Cap de la Magdeleine. Where the road crosses it, it is forty arpents wide. The stratum of vegetable earth on this burned tract ranges from one to four feet in depth. This soil rests on a bed of fine sand four inches thick, which has a foundation of soft clay.

In this burned tract we meet with hillocks of light earth of from three to five feet high, some of which are well-wooded with red pine; they seem to have been placed there almost on purpose to have buildings erected upon them; and it is very important that the land should be divided so as to include one of these hillocks in each lot. The road in its course passes near the fine Lake La Tortue, in Radnor, a locality which without doubt is destined to become a fine place and a great centre of population. The lake, a league in length, presents a magnificent view, and though inaccessible in wheeled vehicles, is visited by many persons annually for fishing purposes, fish being abundant in its waters.

The land around the lake is raised only seven or eight feet; on the south side a belt of wood, from 8 to 12 arpents wide, separates the lake from the great burned tract. From the north shore of the lake to the River St. Maurice, most of the land is timbered with fine hard wood.

There are two water-powers on the two leagues of road visited by Mr. Trudel; one on La Tortue River and the other on the Gros Ruisseau. He also noticed strong indications of iron ore in the burned tract.

This road will afford great advantages to colonization and the trade of the St. Maurice. It will be the shortest route for the conveyance of goods to the lumbering establishments and will be useful to the inhabitants of the new parish of St. Flore.

As the land is not yet surveyed, no lot has yet been taken upon it; it should be surveyed at the earliest possible period. Mr. Trudel has a list of 54 persons who are desirous of taking land there.

It is calculated that a sum of \$3,150 would be necessary to complete the road as far as the St. Maurice. The local municipal authorities have undertaken to maintain the road until the lands along its course are occupied.

FOURTH RANGE OF ST. TITE ROAD.

Superintendent.—DOMINIQUE CARPENTIER.

Amount granted.....	\$150 00
Amount paid.....	150 00

This road begins at lot No. 25 in the Fourth Range and ends at the road leading to the church. It is 45 arpents long. It is opened throughout its whole extent. Nine arpents have been completed to the necessary width. The rest has been completed to a width of twelve feet only.

Including the statute labor of the parties interested, as well as the labor given gratuitously by the settlers, the road has cost \$212.

It was found necessary to lay four arpents of the road with brush; this work cost \$40.

The soil in the vicinity of the road is excellent and adapted for every description of cultivation.

The road will promote colonization and the lumber trade. Its being opened enables travellers to avoid a steep mountain and six large hills. A saw-mill has been built at its extremity. A sum of \$150 will be required to complete the road to its entire width. It is verbalized.

ST. TITE ROAD.

Superintendent—JOS. TRUDEL.

Amount granted.....	\$700 00
Amount paid.....	700 00

This road, which begins at the bank of the Lavies River, near the St. Tite church, is now open as far as Grandes Piles on the St. Maurice, where it ends.

The extent opened this year is 99 arpents, 13 of which are completed, besides seven opened in 1862. The 86 arpents remaining to be completed have been passed over by summer vehicles carrying heavy loads, but this portion is only open to one-half the proper width. The cost of the completed portion of the road was at the rate of \$320 a mile.

Three considerable hills had to be cut down and provided with side-guards, and pieces of timber have been placed along the hills to prevent land-slides. Six bridges, having an aggregate length of 186 feet have been built, and 23 arpents of crossway have been laid.

I am informed by Mr. Trudel that in the mountains adjacent to the south branch of the Mackinack River, specimens of iron ore, said by skilled persons to be very rich, have been found; no exploration has, however, been made to ascertain whether the ore is plentiful enough to make the working of the mines remunerative.

Considerable water-powers are also found on that river.

It is estimated that a sum of \$300 would be necessary to complete the St. Tite Road.

GRANDES PILES ROAD.

Superintendent:—LOUIS ARCAND.

Amount granted.....	\$300 00
Amount paid.....	300 00

This sum is to be applied to the preparation of the wood necessary to lay the remaining part of the road, to be made over the great bare swamp, with crossway and brushwork.

Mr. Arcand wrote to inform me that he began work on the 14th November, and that on the 14th December, he had 3,540 logs cut and carried, ready to receive the earth. These pieces of timber are 18 feet long, and sufficiently large to make a firm road.

Six and a half miles of the road are now fit for travel.

A remarkable water-power exists at the starting point of the road, and upon it are erected the Vermont forges and a saw and grist mill. The water passes through a lime-

stone channel more than a mile long, ranging in height from 15 to 30 feet, and ending at the falls of Grandes Piles on the River St. Maurice on which mills might be erected, almost without expense.

Iron is found at different places along the road and in its vicinity, in sufficient quantity to supply the forges for many years to come.

Mr. Arcand estimates that the portion of the road remaining to be made will cost about \$600 a mile.

COUNTY OF ST. MAURICE.

YAMACHICHE BRIDGE.

Superintendent:—CHARLES GELINAS.

Amount granted.....	\$240 00
Amount paid.....	240 00

The building of this bridge over the Yamachiche River, in the Township of Caxton, on the Hunterstown and St. Etienne Road, was given out by contract on the 8th August last to J. B. Philibert of the Parish of St. Barnabé, for the sum of \$220.

Its length is 90 feet and it has been completed in the most solid manner, in accordance with the plans and specifications, and has been received by experts.

The cost of the bridge, including the payments made in the winter of 1863 for the preparation of the necessary timber, has been \$325.

MAGNAN ROAD.

Superintendent—CYRILLE MAGNAN.

Amount granted.....	\$517 45
Amount paid.....	517 45

Twenty-three arpents of road have been opened and thoroughly completed this year, and a certain extent of road opened in previous years, has been repaired. The cost of these works has been at the rate of \$308 a mile.

A bridge 36 feet in length, with abutments at each end, 96 feet long, has been built.

Mr. Magnan informs me by letter that a copper mine exists in the 4th range of Shawinigan.

Colonization has, of late years, made great progress in Caxton and Shawinigan. Every day new settlers go and establish themselves on the wild lands, and in a short time, convert them into fine farms. A settler in the new Parish of St. Flore recently told Mr. Magnan that he had only occupied his land for eighteen months, and that, nevertheless, he this year got in 200 bushels of grain and as many of potatoes; this settler was formerly a day-laborer. Farms which were sold two or three years ago for \$50, are now selling at from \$600 to \$1200.

A church has been built this year in Shawinigan; it has cost \$8,000. A chapel is also being built at St. Flore, which will cost \$2,400.

The road is verbalized.

COUNTIES OF ST. MAURICE AND MASKINONGE.

ROAD FROM ST. LÉON SPRINGS TO CAXTON.

Superintendent—GEORGES CHAINÉ.

Balance of grant of 1862.....	\$ 50 00
Amount granted in 1864.....	200 00

	250 00
Amount paid.....	\$250 00

The portion completed this year is that which crosses the St. Joseph concession, being 20 arpents long.

Forty-three arpents of the road are now practicable. Two bridges, covered with earth, have also been built.

Mr. Chauvé thinks that a sum of \$800 would be necessary to complete the road, which is verbalized.

COUNTY OF MASKINONGE.

MASTIGOCHÉ BRIDGE.

Superintendent—REMI BARRETTE.

Amount granted.....	\$40 00
Amount paid.....	40 00

This bridge, built in 1862 over the Mastigoche River on the Mandeville Road, is 139 feet long and 18 feet above the water's edge. It was not entirely completed, and a sum of \$40 was considered necessary to finish it; but the bridge having suffered much from the great number of logs which had accumulated against the piers, the amount allowed has been devoted to solidifying them, in order to prevent the destruction of the bridge. A further grant of \$40 will be necessary to finish the bridge, which is of great use to the settlers in Peterborough.

ST. DIDACE ROAD.

Superintendent—D. MAIGRET.

Balance of 1862.....	\$200 00
Amount granted in 1864.....	500 00
	\$700 00
Amount paid.....	\$700 00

The works on this road, which had been suspended since 1862, were resumed this year at the Hope fief and concluded 20 arpents from the south shore of Pine Lake, lying in the rear of the second range of the Township of Peterborough.

Four miles and 18 arpents of road, opened in 1862 in the Hope fief, have been completed this year. Besides this, two miles and thirteen arpents have been opened in Peterborough; the latter portion has been made fit for travel as far as a saw-mill situated in rear of the first concession.

This part of the road is very stony, and blasting had to be resorted to in many places. The cost of the road finished is from \$100 to \$120 per mile.

The length of bridging is 110 feet. A bridge which will be finished so soon as the lumber necessary for covering it shall have been sawn at the mill above mentioned, has been constructed over the Crooked Lake River; it measures 100 feet in length, by 18 in width. This bridge when finished, will cost about \$100.

The land along the road, particularly in Peterborough, is in great part covered with fine hardwood and groves of maple, where sugar-making can be carried on on a large scale. The soil is in general good, and of superior quality in the vicinity of Lake Bonnetterre.

The population has increased rapidly in the vicinity of the road, during the last two years, and a fine church was to have been finished on the 25th December.

In order to afford encouragement to the settlers and to increase their zeal, the superintendent selected his workmen from amongst the occupants of lands on the line of road, and from amongst those desirous of settling upon them.

Mr. Maigret wrote me as follows, in September last: "Thanks to the freshness of the soil of our mountains, watered by the many streams flowing in every direction towards the fine lakes, which are very numerous in this district, the harvest promises to be very abun-

dant despite the great dryness of the season. Rye, buckwheat, barley and oats, look well. The hay crop is good, and the tobacco crop promises a good yield."

It would be advisable to continue this road to the rear of the township; this would involve an expenditure of \$1200.

The road is verbalized as far as Lake Bonnetterre.

RIVER AUX ECORCES ROAD.

Superintendent—F. X. A. RIVARD.

Balance of grant of 1862	\$150 00
Amount granted in 1864	660 00
	\$810 00
Amount paid	\$810 00

This road, which is situated to the south-west of the River Duloup, commences at the *Bout du Monde* concession, in the Fief Dumontier, Parish of St. Paulin, and extends to the Crown lands at the west end of Hunterstown.

A length of 30 arpents, already open as a winter road, has been finished to a width of 18 feet; moreover, 64 arpents (34 with timber already felled, and 30 with the timber standing), have been opened and finished to a width of 18 feet; and 85 arpents (18 with the timber already felled and 67 with the timber standing) have been opened and finished to one-half the width; making in 16 miles and 11 arpents. It a suitable throughout for wheeled vehicles.

Twenty bridges have been constructed, one of them measuring 266 feet of roadway and another 100 feet. The united length of the bridges is 643 feet. There has also been made 416 feet of brushwork. Blasting had to be resorted to in several places and cuttings had to be made for a length of nine arpents. This road is of great advantage to settlers, since it affords almost the only outlet for the surplus population of the adjoining parishes desirous of establishing new settlements.

Mr. Rivard writes, that the land along the line of road is pretty level and sandy, but of good quality. An adjoining tract of land of some extent may be reached by this road; the soil of this tract is excellent and the timber in great part hardwood.

There are several water-powers, one of which turns a saw-mill.

The estimate for the completion of this road throughout its whole length, is \$1,000 to \$1,200; but the road being quite passable, except in some few places where repairs would be necessary, Mr. Rivard is of opinion that it would be much better to extend it, in order to bring more land within the reach of settlers, who are anxiously awaiting the further opening of the road.

Within the last five years, all the lots situated upon the line of road have been taken up, and clearings made on nearly all of them. More than fifty houses have been built.

"About 25 lots," says Mr. Rivard, "have been taken up, this year; a larger number would have been taken, had they belonged to the Government, but so far, the road passes through land belonging to the company called the Hunterstown Company, which imposes vexatious restrictions on the settlers, and sells its lands at higher prices than the Government."

There is as yet no church in Hunterstown; the township forms part of the Parish of St. Paulin.

Grain of all kinds has been sown on the new lands, and no frosts have occurred. The road is in great part verbalized.

COUNTY OF BERTHIER.

ST. CATHERINE ROAD.

Superintendent—JÉRÉMIE LAPORTE.

Amount granted	\$50 00
Amount paid	50 00

One half mile of this road remained unfinished in 1863 ; Mr. Laporte has finished it this year.

The work consisted in removing stones, and making an embankment to replace another situated on the front line of the 9th range of Brandon, on the south side of the River Mattambail.

“Several settlers,” says Mr. Laporte, “who are daily obliged to pass over this hill, having in advance offered me a certain number of days of joint labor, on condition that I would superintend the making of the embankment, I decided to accept their offer; and in order to make the most of the moneys placed at my disposal, I employed the days of joint labor not merely in working at the hill, but also at the road itself, particularly whenever the operation of removing the stones appeared to exceed the strength of the paid workmen.”

Mr. Laporte informs me that beyond the terminus of the road, as far as the thirteenth range of Brandon, the land is good and nearly all the lots occupied, the work of clearing being more or less advanced in proportion to the facilities for communication. Further back, to the north-east of Joliette, there is a tract of table-land which extends from the thirteenth range of Brandon to the Township of Provost, on the River Mantawa. This plateau lies between the Rivers Maskinongé, L'Assomption and Mantawa. The fine lands it contains would be speedily settled if they were surveyed and a road made to reach them.

COUNTIES OF BERTHIER AND JOLIETTE.

MATAWIN ROAD.

Superintendent—T. L. BRASSARD.

Amount granted	\$2,000
Amount paid	2,000

Work was commenced on this road last summer, in the second range of Joliette, on lot No. 15 ; the road is open as far as Lake Marchette, but not finished.

The length of road finished is 11½ miles, including 2¼ miles previously opened by Mr. Crépeau. It is fit for wheeled vehicles throughout the whole of that distance, and the remainder, about 24 miles, is only fit for winter travel.

“The Matawin Road,” says Mr. Brassard, “passes through good land ; the timber, hardwood and mixed. The soil is composed of sand, yellow carth and clay. The road leads to the immense plateau of the Matawin River. Here the soil is highly fertile and of the best quality ; I make this statement as the result of my personal observations over a space of 36 miles, from east to west. Moreover, the climate is very salubrious. Hunters who have traversed the whole tract of country, state that parishes of several ranges each, may be formed within it, more particularly on the north-west slope of the Laurentides.”

There are numerous water-powers on this road, and traces of iron ore are found between the River Au Milieu and the River Claire, about 11 miles from the Matawin mills.

The settlers are now discussing the propriety of requesting the ecclesiastical authorities to select the site for a church, at the Seven Falls of Black River, for the use of the Joliette settlers.

Two church sites have been selected, one near Mr. Brassard's mills, on the Matawin, and the other at the outlet of Long Lake.

Several lots of land have been taken up on this road.

Barley, buckwheat and oats, though sown late, have given a good yield, and have escaped without injury from frost or insects; some loss has, however, been occasioned by fire.

Mr. Brassard estimates that \$10,000 would be required to finish the road throughout its whole length. This is not an ordinary road, but a trunk line of colonization.

COUNTY OF JOLIETTE.

RIVER L'ASSOMPTION ROAD.

Superintendent—T. S. PROVOST.

Amount granted.....	\$400 25
Amount paid.....	400 25

The work on this road, commenced in 1862, was resumed this year, and the length of road finished is four miles and eight arpents. In view of the advantages presented by the ground, which was perfectly level, free from stones and well drained, the average cost per mile of the road has been but \$100, including five bridges measuring in all 320 feet and 100 feet of crossway over a wet, gravelly spot.

In the vicinity of the road, the soil is a light earth, composed of a sandy layer tinted a deep red, by the oxide of iron; the proportion of the latter is, however, quite too small to be injurious to vegetation. This layer is covered with vegetable mould. These soils when mixed produce abundant crops, as shewn by those raised on the lands already cleared. This road, when carried out to its full extent, will reach the great table lands of Lake L'Assomption.

Mr. Provost writes me, that nothing can be more encouraging for settlers than the aspect of this locality. The soil, after a careful examination, is found to be of superior quality. This tract offers a rich field for the surplus population of the old parishes, to which the opening of the road will afford easy access, and Mr. Provost gives the preference to this spot as the best adapted for the formation of a nucleus of settlement which will afterwards extend itself on all sides.

“The locality I refer to,” says Mr. Provost, “namely the great Lake L'Assomption, with its wide valley, its vast table-lands and its long line of hills stretching as far as the eye can reach, lies about midway between St. Alphonse and Matawin. The road can be extended to it at a small cost, either by following the bank of the River, or carrying it through the centre of the Township of Cartier. With some few exceptions the whole of the tract is well adapted for settlement.”

There are two good mill sites, one on the river, a little below the lake, at the Little Falls of Bellevue; the other on the great water-course descends from the table lands in the rear and falls into the lake at the north-east end.

The population has almost doubled within the past two years; and there is not a single lot which is not taken up or occupied in the whole township. At the end of the road, in Cartier, 16 lots have been taken up, and a considerable amount of clearing done.

Mr. Provost has this year finished the chapel for which he had selected a lot in 1862. A mill has also been built.

The cereals which have given the largest yield in this locality, are barley, oats, and buckwheat. They escaped all injury from frost or insects.

It is estimated that from \$1000 to \$1200 would be required to complete this great road.

COUNTY OF MONTCALM.

1. KILKENNY ROAD.—2. ST. JULIENNE ROAD.

Superintendent—LOUIS DUFRESNE.

Amount granted for 1st road..	\$1,000 00
“ “ 2nd “	500 00
	\$1,500 00
Amount paid.....	1,500 00

The Kilkenny road extends from the 6th range of that township, upwards, to the Township of Wexford, where it is to be extended. It has been improved and rendered fit for wheeled vehicles, on the 6th, 7th, 8th, 9th, 10th, and 11th ranges, for the sum of \$100 per mile.

Six bridges, measuring in all 250 feet of roadway, have been constructed, and 250 feet of crossway made. These works cost \$300.

A site for a church has been selected, in the 11th range of the township.

A sum \$2,500 would be required to complete this road.

The St. Julienne road, 19½ miles in length, was already open throughout its whole length, and finished to a length of 3¼ miles. Of the remaining 16 miles, 4½ were finished during the past summer. Bridges, measuring in all 85 feet of roadway and 10 arpents of crossway and brush-filling were made.

Colonization is making great progress along this road. Lots which were not worth \$100 last year, sell now for \$600.

A sum of \$500 would be required to finish this road.

COUNTY OF TERREBONNE.

NORTH RIVER BRIDGE.

Superintendent:—C. B. LAFFLEUR.

Amount granted.....\$384 25

Amount paid..... 384 25

The building of this bridge, which is situated on the North River, between lots No. 20 of the 10th and 11th ranges of the Township of Morin, Parish of St. Adèle, was given out by contract, on the 6th April, 1864, to Odile Birelcau Lafleur, for the sum of \$375.

The bridge measures 80 feet in length and 18 in width. It is supported by two piers 20 feet in length by 15 in height from the bottom of the river.

I received, on the 26th July last, the report of two experts declaring that the bridge was finished, and constructed with all the solidity, strength and finish to be expected from the work of a Master-builder, in accordance with the plans and specifications, approved by the Department.

ABERCROMBIE, MORIN AND WEXFORD ROAD.

Superintendent:—P. A. LABRIE.

Amount granted.....\$514 33

Amount paid..... 514 33

This sum has been expended in finishing the road, as indicated in my report relative to work done in 1862.

Mr. Labrie wrote me as follows, on the 20th October ult. :—"The road is at last opened to colonization; it is, at the moment I write, finished in accordance with my instructions, with the exception of some work to be done on the bridge over the North River, between Abercrombie and Morin, and some blasting in Abercrombie."

I regret to inform you that Mr. Labrie has fallen ill, in consequence of the fatigue he underwent while superintending, in person, the work under his control, during the heavy rains of last autumn.

COUNTY OF TWO MOUNTAINS.

VALLEYFIELD ROAD.

Superintendent:—ANDREW KEYS.

Amount granted.....\$300 00

Amount paid..... 300 00

This road begins at North River, at the end of the St. Remi concession, and ends at

Valleyfield in Gore; it is about five miles long. All this extent is practicable for summer vehicles, but it is not finished; the sum above mentioned has been applied to completing a mile and a half of road. A like extent remains to be improved to complete the road as far as the Lakefield Road.

ST. COLUMBAN ROAD.

Superintendent:—JOHN KENNEDY.

Amount granted.....	\$300 00
Amount paid.....	300 00

The work consists of the opening of one mile of road, one half of which only has been finished, and the building of two bridges, of the united length of 76 feet. In addition, 128 feet of crossway has been laid.

The road is now passable for wheeled vehicles for a distance of 5½ miles; the remainder, as far as the boundary stone between St. Colomban and the augmentation to Mille Isle, is only fit for a winter road.

There are four water-powers and a lime-stone quarry in the vicinity of the road.

This road will be of advantage to the townships of Morin, Howard and Wentworth, situated in the rear and where colonization is making much progress.

It would require \$600 to complete this road throughout its whole length. It is verbalized.

COUNTY OF VAUDREUIL.

RIGAUD BRIDGE.

Contractor:—JACQUES NORMAND.

Balance of grant, 1862.....	\$200 00
Paid in 1864.....	200 00

This bridge, built across the River *A la Graisse*, in the Parish of Rigaud, was contracted for at the price of \$2,600, of which \$2,000 is defrayed by the local municipal authorities. Its length is 130 feet, and its width 18. It is completely finished.

It was received on the 21st April, 1864, by experts, who reported that after a careful examination of all the work, and having compared it with the plans and specifications, they found everything in perfect keeping with the contract, and declared themselves perfectly satisfied.

COUNTY OF ARGENTEUIL.

ARGENTEUIL ROAD.

ARGENTEUIL SECTION.

Superintendent:—W. SMITH.

Amount granted.....	\$100 00
Amount paid.....	100 00

This road commences at Lachute, in the Seigneurie of Argenteuil, and terminates in the Township of Howard.

The amount granted has been expended in improving five miles of the road, so that it is now passable for wheeled vehicles, for a distance of 15 miles. There still remains a portion, five miles in length, to finish, which is passable only as a winter road.

There are numerous water-powers in the surrounding townships; limestone is found in abundance; plumbago has also been discovered in the third range of Gore.

All kinds of grain are cultivated with success, and flax has been grown this year, in large quantity. The road is verbalized.

ARGENTEULL ROAD.

MORIN SECTION.

Superintendent—GEORGE HAMILTON.

Amount granted.....	\$100 00
Amount paid.....	100 00

This sum has been expended in improving the road which extends to the division line between the Townships of Wentworth and Morin. Several hills have been cut down, the large stones removed, and the road graded. It has also been raised and crosswayed over a length of 210 feet.

EAST MORIN SECTION.

Superintendent—ARMAND MATTHE.

Amount granted.....	\$50 00
Amount paid.....	50 00

Mr. Matthe has sent in no report.

CHATHAM AND WENTWORTH ROAD.

1ST CHATHAM SECTION.

Superintendent—JAMES CLARK.

Amount granted.....	\$75 00
Amount paid.....	75 00

This section commences at the front of the 6th range of Chatham, and terminates at the rear line of the 9th range.

The sum granted has been expended in improving the road, and in building a bridge 65 feet in length.

No part of the road is finished, but it is passable throughout its whole length, for half the width, for summer vehicles.

The soil in the 6th and 7th ranges is generally speaking clay, with mixed timber; on the 8th and 9th ranges the soil is sandy and mixed with yellow earth, and the timber chiefly maple, birch and beech.

There are three good water-powers near the road, upon one of which a saw-mill has been erected. There is a bed of limestone a little to the end of the road.

This road is verbalized.

2ND CHATHAM SECTION.

Road on the 9th and 10th Ranges.

Superintendent—HENRY DIXON.

Amount granted.....	\$50 00
Amount paid.....	50 00

Mr. Dixon has improved this road from the front of lot No. 27, through the 10th range of Chatham, to the rear of lot No. 28, a distance of 32 arpents. He has also repaired two bridges and made two arpents of crossway.

The soil where this road passes is generally speaking good. There are two water-powers, and limestone is visible on the surface in many places.

This road is verbalized. A sum of \$30 would be required to complete it.

3RD WENTWORTH SECTION.

Superintendent—HUGH MORROW.

Amount granted\$125 00
 Amount paid..... 125 0 ;

This road is a continuation of the preceding section. It has been improved from lot No. 22 in the 3rd concession of Wentworth, to the rear of lot 23, in the 8th range of the said township. The want of bridges and crossways, in certain places, renders this road impassable for wheeled vehicles.

The soil in this locality is generally light and gravelly. The timber is chiefly soft-wood.

Mr. Morrow thinks it would take \$300 to finish this road. It is verbalized.

GRENVILLE AND ARUNDEL ROAD.

1ST GRENVILLE SECTION.

Superintendent—ANGUS CAMERON.

Amount granted.....\$100 00
 Amount paid..... 100 00

Work was commenced on this section of the road, on the line between Nos. 6 and 7 of the 4th range of Grenville.

The work consists of the opening of ditches, on both sides of the road, for a length of about half a mile. The road has also been straightened in several places, and repaired for the length of a mile.

This road is open as far back as the 10th range, where it divides into two branches, one to the left, in the direction of the old settlements of Harrington; the other to the right, communicates with the new settlements of Harrington, Wentworth, Montcalm, Arundel and DeSalaberry, and thence leads towards the farm of Hamilton Brothers, on the upper Red River.

It is about 65 miles in length.

It would be necessary to construct a bridge across Devil's River, which crosses the first range of Salaberry, in order to afford a passage to numerous settlers who are locating themselves to the north of the River.

The road is passable for wheeled vehicles for a distance of about 30 miles, from the Village of Grenville to Lake Corbeau.

The soil along the road is strong clay in some places and sand in others; it is covered with a good layer of vegetable mould. The timber is chiefly hardwood, and there are numerous water-powers. A large quantity of potash is made.

Mr. Cameron writes me that colonization is making progress in these townships, and that a certain number of Canadians, returned from the United States, have settled there within the last few years.

No churches have as yet been built in this remote locality, but several school-houses have been erected, which are used for public worship. The value of real property has increased one hundred per cent. within the past five years. All kinds of grain are cultivated.

The estimate for the completion of the unfinished part of the road, is \$150 per mile.

This road is verbalized as far as the rear of Harrington.

2ND HARRINGTON SECTION.

Superintendent :—ALEXANDER CAMPBELL.

Amount granted.....\$100 00
 Amount paid..... 100 00

This sum has been expended in improving the road where it passes through a swamp,

for a distance of 2 1/2 arpents. The road has been widened throughout its whole length, and ditches three feet in width have been made. There still remains 400 feet of this swamp to be improved, and a bridge, 100 feet in length, to be built, at a cost of about \$100.

On the completion of these works, it will be easy for the settlers to keep the road in order.

Mr. Campbell states that since the Government commenced work upon this road the population has increased from 600 to 700, and that the value of real property has doubled within the last five years.

EAST OUTLET ROAD.

Superintendent:—ROBERT FORD.

Amount granted.....	\$150 00
Amount paid.....	150 00

No report from Mr. Ford.

COUNTIES OF ARGENTEUIL AND OTTAWA.

GRENVILLE AND AMHERST ROAD.

Superintendent:—JOHN MCCALLUM.

This road commences in the augmentation to Grenville, at the front line of lot No. 5, in the 7th range, and is now open for distance of three miles along the front of the Township of Ponsonby, in the County of Ottawa. It is to extend ten miles further back, into the Township of Amherst.

The road is passable for a distance of four or five miles for wheeled vehicles, and eight or nine miles of it have been simply opened.

The soil here is light and the timber of various kinds. A considerable number of settlers have taken lands in these remote parts since the opening of the road.

Mr. McCallum is of opinion that \$550 is necessary to complete the part already opened.

COUNTY OF PONTIAC.

BRIDGE OVER THE RIVER COULONGE.

Contractor:—ALEXANDER PROUDFOOT.

Amount of grant.....	\$1,176 04
Amount paid	1,176 04

The work of constructing this bridge over the River Coulonge, in Mansfield, was awarded, on 12th February, 1863, to A. Proudfoot, and was to cost \$3,256. A further sum of \$698.79 was expended in the purchase of materials and for extra work, to secure the foundation of the bridge, so that its whole cost was \$3,954.79. Of this sum \$2,778.75 had been paid in 1863. The length is 537 feet, and it is now completed.

Mr. H. Merrill, who was instructed to visit the works, reports that the bridge is built according to specification.

BRIDGE OVER BLACK RIVER.

Contractor:—JOHN LANDON.

Amount granted.....	\$423 00
Amount paid	423 00

This bridge is situated in Waltham. The work was given out, to be done by the job, on 18th March, 1863, for \$923. The sum of \$500 was paid on account in 1863.

The length of the bridge is 200 feet. It is completed. Mr. Merrill, who also visited this work, reports favorably of its execution.

COUNTY OF GASPÉ.

PERCY ROAD.

Superintendent—GEO. LeBOUTHILLIER.

Balance from 1862	\$140 00
Amount granted in 1864	300 00
	440 00
Amount paid	440 00

This road is open to the length of $6\frac{1}{2}$ miles. The work of the current year consisted in the opening of two miles, 48 chains in length, by 16 feet in breadth. None of it is quite finished, but it is made sufficiently level in its entire length to serve for summer vehicles in dry weather.

This is what Mr. LeBouthillier writes concerning it: "It is to be regretted, that farm settlements do not increase faster in number and extent, as all the lots in the second range as well as in the back ranges, are, nearly without exception, of superior quality, both in respect to the nature of the soil which is very productive, and for the timber, which is of large growth.

"The road will become, at no distant period, of great utility to the people on the seaboard, who may be compelled, by the growth of the population and the failure of their fishing pursuits (which can never yield to all who engage in them the comfort and independence of a country life), who may be compelled, I say, to quit the element in which they now delight, and to occupy these lands which ask only for strong arms and energetic purpose, to yield abundant crops, not for the sustenance of the laborer only, but also for the supply of the fishermen and crews of large vessels, with such farm produce as they must have."

Notwithstanding the small progress, there are ten or more lots settled on, upon the road opened this autumn, and some clearing made on each lot.

A church has been built this year in the neighboring Township of La Malbaye, and the value of real estate has nearly doubled there within the last five years.

The kinds of grain raised, taken in the order of their abundance, are—oats, barley, wheat; and no frost happened to injure the crops.

The road is verbalized to a distance of three miles.

BGIS-BRULÉ ROAD.

Superintendent—JOHN FAUVEL.

Amount of grant	\$300 00
Amount paid	300 00

Of this amount, Mr. Fauvel was authorized to take \$180 to pay the cost of certain bridges built, several years since, on the Chien-Blanc Road. The balance will be applied to the payment of the cost of a mile of road which has been given out by the job, in two sections of half a mile each. Mr. Fauvel informed me, by letter on 31st October, that the work was going on favorably, and that he hoped that that part of the road would be nearly finished this autumn, if the season continued to be fine.

1. ROAD TO L'ANSE A LOUISE.—2. YORK ROAD.

Superintendent—A. PAINCHAUD.

Amount granted for both roads.....	\$1400 00
Amount paid	1400 00

Mr. Painchaud informed me, by letter on the 27th October last, that the constant rains at the beginning of the month had greatly retarded the work on these roads. "The weather," he writes, "is now more favorable and the work on the York Road can proceed faster."

"On the l'Anse à Louise Road the contractors were to complete their undertakings on the 15th October on pain of forfeiting the amount stipulated in their contracts but, the constant rains of the two last weeks rendered it impossible to finish their jobs for which reason I have thought it right to allow them two weeks more, after which I shall enforce the conditions of the contract."

As I have not yet received the final Report of Mr. Painchaud, I can say nothing of the amount of work done on the two roads.

AMHERST ROAD.—MAGDALEN ISLANDS.

Superintendent—HILAIRE NADEAU.

Amount of grant.....	\$399 00
Amount paid	250 00
Balance remaining.....	\$149 00

Mr. Nadeau wrote to me on the 21st November last, that when about to organize his working party, he was notified by a member of the Municipal Council not to commence before the road was legally set out which official act had not at that date been done. Mr. Nadeau having informed me that he could not commence the work before the month of September, as he would not be able to procure men at an earlier period on account of the fishing season, I wrote to that gentleman to desire him to remit back the funds advanced to him

COUNTY OF RIMOUSKI.

TACHÉ ROAD.

SECTION OF RIMOUSKI.

Superintendent:—J. B. LEPAGE.

Amount granted.....	\$1,130 75
Amount paid	1,130 75

This section of the Taché Road has its point of departure in the 10th mile of the Matapediac Road, in rear of the Parish of St. Flavie, at the extremity of the Seigniorship of Lepage and Thivierge. That part which lies within the Seigniorship, beginning from the Matapediac Road and entering the lands belonging to the Crown, is about 36 chains in length, when it meets the River Métis; it next enters the Township of Fleuriau, between lots 56 and 57 in the 4th range, and goes in a direction nearly S.S.W., as far as lot No. 33, at the extremity of the 4th range in the same township, after which it takes a direction generally W.S.W., to the point where the work was suspended this year.

That part of the road which lies between the Matapediac and lot No. 42 in the 4th range in Fleuriau had been opened and completed in 1862 and 1863. The works were resumed this year at that point

For the purpose of further opening the road, so as to facilitate access to the lands

already taken up, Mr. Lepage made a mere opening through the dryer parts and finished the road over the soft ground.

The road has been opened a distance of 5 miles, 6 chains and 61 links. Of this distance 35 chains, 9 links has been completed, but 3 miles, 60 chains and 11 links is passable for wheeled carriages, and 1 mile, 17½ chains for winter carriages only.

Three bridges have been built, measuring together 213 feet in length, the cost of them \$35; two others have been given to be done by the job for \$84, and to be finished in the course of the winter; a third is shortly to be given out to be done in the same manner. A distance of 29 chains and 53 links has been laid with brush—the cost, including ditches and drains, being \$177.25.

Mr. Lepage says in his report "I can only repeat what I have said relative to the timber and the lands through which the road passes, in my former reports. Throughout, save some rare exceptions, in a very extensive country, the soil is of superior quality, covered with a growth of every kind of timber, but more usually of maple, applicable to the establishment of numerous sugar-works. On the whole line up to Kamouraska the land is equally good. We find pine and tamarack in sufficient quantity for the wants of the settlers.

"The whole tract of country is watered by a considerable number of streams and fine rivers. In some places we find lakes which generally abound with fish.

"My opinion, and that of all who have any concern for the public interest, is, that great advantages will result to the cause of colonization from the opening of the Taché Road. This is founded on the results obtained from the opening of the small portion of it already made.

"The progress of colonization in the Township of Fleuriu, which is the first occurring on the line of this road, is most satisfactory. Great activity prevails among the settlers. A considerable amount of labor has been expended in nearly all the ranges, but the want of means of communication between the ranges, save where they are intersected by the road itself, has prevented the settlers from sowing their clearings. I am, nevertheless, happy in being able to state that the settlement has grown very perceptibly during the present year in that part where the road is opened. This will appear by the following statement:—

	1863.	1864.		
Resident population.....	101 souls.....	135	Increase	34
Clearing.....	399 arpents.....	650	"	251
Land under crop.....	323 ".....	559	"	216
Grain harvested.....	2423 minots.....	3755	"	1332
Hay.....	2925 bundles.....	3050	"	125
Cattle.....	179 head.....	207	"	28
Houses built.....	13.....	21	"	8
Barns.....	10.....	23	"	13

All the lots situated on the road opened were taken up before the present year. They are 57 in number—17 of which, forming the settlements of 23 inhabitants who reside on them with their families, and 27 on which clearings have been made, and, for the most part, are under crop. The 13 remaining lots are hitherto only taken, but it is intended to make extensive slashes on them in the course of the winter.

As an inducement to the Government to have this important line continued next summer, I should add that up to the present time, on the line traced out in continuation of that which has been opened, 22 lots have been taken, on which 47 arpents of slash have been made and prepared for crop in the spring.

A chapel has been built at the junction of the Taché and Metapediac Roads. On lot No. 18 in the fourth Range in Fleuriu, just where the works were suspended this year, on which five arpents have been cleared, a site has been selected for a church.

Near the road there are two fine water-powers on the River Rouge. Limestone is met with in different places.

Barley, wheat and oats are raised in great quantities along the road.

A large appropriation ought to be made to continue the works on the road, next summer, in order that the progress of colonization may not be arrested.

I ought to draw your attention to the repairs required to be done on the Fleuriu Road;

which is six miles in length, and leads into the Taché Road. It is in so bad a state that it can be travelled by none but winter vehicles. The expense of the repairs will be about \$250. Another consideration calls for these repairs, namely, that there are two saw-mills of great consequence to the settlers, situated near the middle of its length.

Mr. Lepage considers that a sum of \$700 would be required to complete that part of the road which has been opened in the present year, in addition to which \$1000 is considered to be necessary to open and complete that part which is to continue the line from the point where the work was suspended to the township line between Fleuriau and Neigette, about three miles in length, and to make the necessary bridges.

ROAD TO ST. DENIS-EAST.

Superintendent:—FRANCIS TURCOT.

Amount granted.....	\$150 00
Amount paid.....	150 00

This road, which is situated in the Township of St. Denis-East, commences at the River and leads by a right line to the back country.

It has been opened to a distance of 37 arpents by a width of 15 feet only, for the purpose of sooner reaching the cleared lands, and affording an outlet to the settlers resident on them. In this distance there is a cedar-swamp 16 arpents across, five arpents of which required to be bridged; in another place there is also four arpents of soft ground, also requiring to be bridged, and the superintendent has caused 200 pieces of timber to be prepared for the work. One side only of the road has been ditched, in order that it may be widened hereafter.

The land is of excellent quality, although there are some stony patches upon it.

About 28 arpents ought to be opened forthwith, in order to afford an outlet to the settlers in the rear.

ROAD TO ST. DENIS-WEST.

Superintendent:—J. FORBES.

Amount granted	\$100 00
Amount paid	100 00

The sum of \$42 was expended to open a road through the Seignior of Matane, in order to afford an outlet to the settlers in the Township of St. Denis in which the road lies. The balance has been expended in the making of 15 arpents of road, except about 75 feet of causeway still to be made, and a few rocks which must be blasted. The road is passable nevertheless for wheel carriages.

It is now open to the 4th range of the township, a distance of 62 arpents, of which 47 had been completed in 1862.

The lands along the road are of good quality and almost all occupied. The chief timber is maple, tamarack and birch.

RIVER BLANCHE ROAD.

Superintendent:—J. ELIE GÉNÉREUX.

Amount granted....	\$150 00
Amount paid	150 00

With this money, Mr. Génèreux has finished the ten arpents which remained incomplete in 1863. This part of the road passes through a cedar-swamp which required ditches to be made three feet in depth on both sides of the roadway. One arpent of causeway

was also made. He afterwards made 14 arpents of road over hardwood land, with ditches on both sides. Some blasting was necessary on a hill.

The road is now completed to a distance of 44 arpents. Of this distance 30 arpents are over a cedar-swamp and 14 over dry ground.

RIVER TARTIGOU ROAD.

Superintendent:—VILBON GOSSELIN.

Amount granted	\$200 00
Amount paid	200 00

This road, according to the plan, commences at the River St. Lawrence, in the Township of Matane, and is to extend nine miles from the starting point.

It has been opened for a distance of 35 arpents, and is practicable for summer vehicles, but not entirely completed.

Seven arpents had to be causewayed and laid with brush, and a bridge has been built; the last-mentioned works costing \$60.

Colonization has made great progress in this locality. A fourth part of the lots on the road have been taken. The lands in the environs are of good fertile quality and generally covered with hardwood. Several quarries of limestone and a good water-power are met with on the road.

SANDY-BAY ROAD

Superintendent:—ZEPHIRIN LANOUILLE.

Amount granted.....	\$100 00
Amount paid.....	100 00

With this sum Mr. Lanouille has finished 14 arpents in the 4th range, at a place where three large hills meet, requiring a great deal of work.

The road may now be used for wheel-carriages, with light loads as far as the 5th range. It is open as a winter road as far as the 8th range. In that part which has been completed, it was necessary to lay 1½ arpent with brush.

This road, which commences at the river, passes over a rich soil, abounding with nearly all kinds of timber. It is to terminate at the Matapediac Road in the 13th range of the Township of Macnider.

If the Intercolonial Railway is made, according to the Robinson survey, this will be the most direct road to it, for all the population from Macnider to St. Anne des Monts, a distance from the river to the projected line of Railway of not more than 10½ miles. There are several water-powers on the road.

The population is increasing rapidly in Macnider, and the site of a church has been selected in the 8th range. It is important that this road should be opened as soon as possible. The settlers have made great clearings in the 7th range, but been obliged to suspend their labors for want of an outlet to carry their produce to market. \$200 per mile would be required to finish the part opened, and \$300 per mile to open and finish the remainder.

The road is verbalized as far as the 5th range.

NEIGETTE ROAD.

Superintendent:—J. R. LAVOIE.

Amount granted.....	\$200 00
Amount paid.....	177 32
Balance remaining.....	\$ 22 68

This road has its point of departure in the 4th range, and has been opened as far as the 1st range in the Township of Neigette. It is to be carried on to the rear line of the township.

The distance previously finished was three miles. This year's grant has been applied to the improvement of the road, and the repair of the crossways previously made.

Although the soil along the road is stony, it is in many places of excellent quality.

The opening of the road has been beneficial to the progress of colonization, having favored the settlement of the 1st and 2nd ranges of Neigette in which the road is good. The settlers are beginning to penetrate to the back ranges.

Mr. Lavoie writes to me that the population has been more than trebled within the last five years, and that, in the same space of time, the value of real estate has more than doubled.

One hundred dollars would be sufficient to complete the road.

MACPES ROAD.

Superintendent.—ED. POULIOT.

Amount granted.....	\$200 00
Amount paid	200 00

With this grant the road has been repaired and part of it completed to a distance of 25 arpents, 7½ perches. It has been graded on 10 arpents, 8 perches, covered with earth on 3 arpents, and a causeway made 5½ arpents in length. Ten arpents, seven perches has been ditched; two arpents covered with sand and gravel. A detour of three arpents, six perches was made to avoid two considerable hills. Besides this, a further distance of 13 arpents has been opened, allowing even summer vehicles to pass, so that the length of road now opened in Macpès is about 14 arpents.

The land along the whole road, and generally throughout the township, is good, although somewhat stony in the 1st and 2nd ranges, after which it is level as far as the Taché Road.

The Macpès Road, when continued, will traverse magnificent tracts of maple, birch, spruce and cedar, and will open a fine district for settlement.

Mr. Pouliot strongly recommends that the road should be continued and completed at as early a period as possible, for the benefit of the surrounding district, and as likely to be hereafter the principal branch of the Taché Road in the County of Rimouski.

There are several water-powers in the neighborhood of the road. A saw-mill has been erected, and two more are in progress of erection. There is talk also of building a grist-mill in the spring. Limestone is found in several places, but none has hitherto been quarried.

Mr. Pouliot informs us that colonization is making great progress in the Township of Macpès. The whole of the 1st range is settled, as also a large portion of the 2nd and even some lots of the 3rd range. Many settlers are awaiting the opening of the road to take lands in all the ranges as far as the Taché Road and even farther. The population of the township has doubled within five years, and no doubt, if the road is speedily made, it will have increased four-fold in five or six years more.

A lot has been selected in the 2nd range for the site of a church, and the locality named St. Blondine.

The settlers, who are mostly very poor, had each received last spring several bushels of seed grain, from the Colonization Society of the County of Rimouski, which, being sown, looked extremely well, but the bad weather in autumn had done great injury to the crop.

DUQUESNE ROAD.

Superintendent:—F. X. DUFOUR.

Amount granted.....	\$200 00
Amount paid.....	200 00

This sum was applied to the completion of 77 arpents of road, between the 4th range in the Seigniorship of Bic and the Township of Duquesne. It is now in a state to be used by wheel carriages throughout its whole length.

Two bridges have been built, one 30 feet long, the other 55 feet, costing together \$60.

The ground over which the road passes is very suitable for cultivation, as is that of nearly the whole Township of Duquesne.

One hundred arpents have been cleared along the road, and 30 lots taken in Duquesne, but few of the settlers are resident hitherto.

The road might be carried on several leagues further, over a rich soil, by the Little Rimouski and the Fond d'Orme, where it would meet the Taché Road.

It is partly verbalized, and soon will be so in its entire length.

CHENIER AND BEDARD ROAD.

Superintendent:—JOS. B. HUDON.

Amount granted..... \$200 00

Amount paid 200 00

The greater part of this sum, \$140, was expended in the building of a bridge 400 feet long. The balance was applied to the completion of 2 arpents, 1 perch of road and 1 arpent, 1 perch of causeway. Moreover 2 arpents, 3¼ perches have been under-brushed.

The sum of \$200 is required for the completion of the remaining part of the road.

COUNTY OF TÉMISCOUATA.

BÉGON ROAD.

Superintendent:—THOMAS C. PELLETIER.

Amount granted.....\$600 00

Amount paid 600 00

This road commences in the rear of the Seigniorship of Trois-Pistoles and intersects the Township of Bégon. It is now completed as far as four miles and a few arpents south of the River Bouabouscachée; the line traced goes twelve miles further. If continued as far as Lake Témiscouata, it would afford the shortest and readiest means of communication between the St. Lawrence and Madawaska.

Last summer 60 arpents was completed; 3 arpents were merely opened.

The cost of the finished part, exclusive of the bridges, was about \$200 per mile.

A bridge, 75 feet in length, was built and cost \$60. Three pieces of causeway were also made, 10 arpents in length, and costing about \$76.

Mr. Pelletier writes as follows:—

“This road passes over a soil of the richest quality, bearing a growth of cedar, pine, spruce, birch, and maple, of large size and very lofty. The neighboring lands are the finest in the Township of Bégon, the wood being maple of large growth, and affording immense quantities of sugar.

“Colonization has advanced rapidly in Bégon. In 1857, when the road was first opened, there was only a few arpents of clearing and three or four houses; when the census was taken in 1861, the population amounted to 206 souls. I think it is now nearly double that number.

“The number of lots taken this year may be 40 or 50; that of arpents cleared about 75. The settlers are all natives of the Parishes of Trois-Pistoles, Isle-Verte, St. Eloi, and Cacouna.

“There has been a chapel in Bégon for a year past, under the designation of St. Jean de Dieu.

“The value of real estate has increased four-fold in the township of late years.

"The grain harvested in largest quantities are rye, wheat, barley, oats, and peas. The drought of June and July did the first injury to the crops, which further suffered to a great extent from three severe frosts at the beginning of September."

It is considered that the further sum of \$1,200 is required to complete the road.

ST. ELOI ROAD.

Superintendent:—CHARLES THÉRIAULT.

Amount granted.....	\$400 00
Amount paid out.....	400 00

The work in the present year commenced at the old line traced for the Taché Road, and continued in the Township of Denonville. It has been opened to a distance of 20 arpents, of which 18 arpents is finished. A bridge has been built 60 feet in length, and two smaller ones, besides two arpents of brushwork.

This portion of the road passes through excellent land covered with maple, birch, cedar, and spruce.

Mr. Thériault has traversed a distance of five miles beyond the road, and everywhere finds the same soil and the same timber.

Colonization has made great progress in this locality, and during the last five years the population has increased by three-fourths. Twenty or thirty lots have been taken up on the road in the course of last summer, by Canadians returned from the United States, and more than 100 arpents have been cleared; ten or more families have settled in Hocquart, three miles from the end of the opened road.

DENONVILLE ROAD.

Superintendent:—CELESTIN CÔTÉ.

Amount granted.....	\$220 00
Amount paid.....	220 00

The report on the work performed on this road has not yet come to hand.

Mr. L. A. Bertrand writes on the 14th instant:—"Mr. Côté has not replied to your circular on account of illness. He is getting better and hopes to be able to do so in a few days."

VIGER ROAD.

Superintendent:—LOUIS A. LAPOINTE.

Amount granted.....	\$500 00
Amount paid.....	500 00

This road is now opened as far as the middle of the 4th concession of the Township of Demers, through which the route of the Taché Road passes.

Forty-three and a half arpents have been opened this year, of which 12 have been completed; eight have been freed from stumps and graded. Brushwork and drainage are alone required to complete them; the rest is opened as a winter road.

Besides these works, the sum of \$268 has been applied to improving the road on the 5th, 6th, 7th, and 8th ranges of Viger. A bridge of 66 feet has been constructed, and 141 feet of crossway.

The road passes for the most part through a good soil, suitable for cultivation. The land is specially good from the 8th range of Viger, as far as the 2nd range of Demers. Mr. Lapointe says, that along the whole route considerable clearings have been made. A settler in the 1st range of Demers has this year harvested 3,000 sheaves of fine and good grain. More than 200 arpents of new land will be under crop next spring.

Young settlers are flocking in numbers in the direction of these fine lands, and propose to make slashes during the winter.

The 4th range of Demers also contains fine lands extending for several miles in depth, and along the Taché Road. Mr. Lapointe says, that if this road is opened next summer, a fine parish will be established within four years. More than 20 settlers have taken up lands lately, and have completed more than 100 arpents of slashing in hopes that the road will be opened.

The sum of \$600 is required to complete the road as far as the Taché Road, and \$300 more will be required to repair the old road.

The road is verbalized as far as the 5th range of Viger, and will be so next spring as far as the 9th range.

ST. MODESTE ROAD.

Superintendent:—A. MIVILLE.

Amount granted.....	\$100 00
Amount paid.....	100 00

With this sum Mr. Miville has constructed two bridges and three crossways, measuring altogether 560 feet in length. He has also made 170 feet of ditch.

At the western extremity of the road, on the 8th and 9th ranges, the settlers have sown 45 arpents, which had been cleared the year before. These 45 arpents have given 150 sheaves to the arpent, two-thirds being barley. The crops of wheat and oats were superb. On the same land also 80 bushels of potatoes were raised.

"All this grain," says Mr. Miville, "has in no way suffered from frost, and nothing could be more beautiful than this magnificent field of grain in the heart of the forest; it is needless to add that this grain was peculiarly long and strong to produce so many sheaves to the arpent, and that the settlers had great difficulty in carrying their grain in the concessions in which the road is not completed."

This road should be continued across the 9th, 10th, 11th and 12th ranges of Whitworth, where the land is of superior quality.

A sum of from \$300 to \$400 would be necessary to complete the three miles of road already opened to reach the 9th range.

DETOUR DU LAC ROAD.

Superintendent:—CYRILLE DUBÉ.

Amount granted in 1862.....	\$400 00
Amount paid in 1864.	400 00

This road begins at the chapel at Detour du Lac, situated on the Témiscouata Road, and is to extend to Blue River—about 20 miles.

Three miles of it are open, two of which are completed for summer travel; the last portion, however, is not completely finished.

This road passes through very fertile soil, covered partly with maple groves, and also through some low land, wooded with every variety of timber. It will be of great advantage to the colonization of the fine Townships of Cabano, Estcourt, and Botsford. A great number of lots were taken up in 1862 in the two townships last mentioned, but have since been abandoned owing to the want of communication. The Townships of Pakington and Robinson, situated to the south-east of Cabano, also contain excellent lands. There are water-powers on the River Cabano, which runs out of Long Lake, crosses the township of the same name, and after a course of 22 miles discharges into Lake Témiscouata. There is also a fine mill site on the Desert Stream which runs into the River Cabano.

Colonization has made great progress in this neighborhood. At Detour du Lac the population has more than doubled during the last five years. About fifty lots on the road

have been take up, several of which are being cleared and will be under crop next spring. A site for a church has been selected by the ecclesiastical authorities.

Mr. Dubé says that \$12,000 will be required to complete this road.

Mr. F. A. Tétu, charged with the survey of the Township of Cabano, has kindly sent me the following information:—

"The subdivision into lots along the Detour du Lac Road was completed about the end of the month of August 1864. At the present time—15th November—62 lots have been taken up, 25 acres have been by the same settlers cleared and are ready for sowing in the spring, and about 10 arpents more have been cleared by other settlers, and since then other clearings have doubtless been made, so that not less than 60 acres will be under crop in this locality next spring."

Besides the portion of the road made by the Government, a mile and eight arpents of *span* road has been made by Mr. F. A. Tétu near the lots he holds. Making use of the roads to the sugaries, about a mile of road of the same kind is required to reach the first clearings.

On the Témiscouata Road, at the north angle of the same township, about ten lots have been taken up of which three or four are occupied.

BLUE RIVER ROAD.

This new road was traced in October last by Mr. G. Talbot.

It begins in the Témiscouata Road on lot No. 35 of range C., occupied by Mr. Paschal LeBel, and is to end at mouth of the Blue River which falls into Beau Lake, a distance of from 15 to 18 miles.

There are no large hills along the line; the only heights met with have long and easy ascents. A single bridge, from 30 to 40 feet long, will be required over a branch of the Blue River.

Mr. Talbot has been very fortunate in the selection of the line. The land is everywhere well adapted to the making of a road. Of the whole extent only six or eight arpents will require to be laid with brush, and it is worthy of remark that the exploration was made after the heavy rains of last autumn.

Eight miles from the Témiscouata Road, the surveyor closely followed an old lumbering road which ends at the mouth of the Blue River. This latter road, when a little repaired, will be very servicable to the settlers, and but little money will be necessary to complete it.

"The land," says Mr. Talbot, "through which the line of road passes, is of excellent quality. On the low land the timber is mixed, and the high land is timbered with hardwood. There are fine sugar bushes along nearly the whole road. From the Témiscouata Road to the head of Beau Lac, the limit of my survey, the soil is so fine, so fertile and so rich that all the lots (with the exception of three or four) will be eagerly competed for the moment they are laid out; this is my opinion, as well as that of all who have seen this magnificent land.

"I examined everything with a careful eye, and considered all points more critically than was absolutely necessary, in order that I might not at a subsequent period have to reproach myself with having given enticing and incorrect information."

In a report on a survey made by Mr. Talbot in 1862, he makes the following statements respecting this fine country: "I passed four days in visiting the lands lying between the lakes in the vicinity of the St. Francis River and the Blue River. The latter I examined to a distance of ten miles from its mouth, and I can state, with all the sincerity to which you are entitled from me, that there cannot be more advantageous lands in the whole of Lower Canada. The most common woods are elm, ash and poplar. At a pretty considerable distance in the interior the wood is mixed and the various species indicate an excellent soil. The land rises as it approaches the shores of the lakes and is covered with sugaring establishments. Powerful water-courses are everywhere found; one of the most remarkable of these is the Blue River which is situated about seven or eight miles from the Lake Témiscouata Road. The tract seemed to me large enough to form eight or ten parishes, and we observed no stones in the parts which we visited."

COUNTY OF KAMOURASKA.

POHÉNÉGAMOUK ROAD.

Superintendent:—ROMAULD MICHAUD.

Balance of 1862.....	\$150 00
Amount granted in 1864.....	450 00
	\$600 00
Amount paid.....	200 00
	\$400 00

A sum of \$100 was applied to repairing a part of the road; and with the other \$100 Mr. Michaud has, within an extent of five leagues, repaired two bridges which had been burned. New sleepers and flooring were laid. Each bridge is sixty feet long. He has also had two bridges, ten feet long, built over streams; and several other small bridges repaired. He has also, in various places, laid seventeen arpents of bridging to cover precipices, and cut away all the trees which had fallen across the road and obstructed it.

Of this road there are still eighteen miles to be completed; the works will entail an expenditure of \$250 a mile.

Mr. Michaud strongly recommends the completion of the road.

The \$400 remaining of the amount granted has been allotted to the municipal authorities of St. Alexandre, to assist the settlers in constructing a bridge of considerable size over the River DuLoup, which crosses the Pohénégamouk Road.

The building of the bridge was given out by contract on the 29th of October, 1864, to François Soucy, carpenter, of the Parish of St. Helene, for the sum of \$886. The contractor is to build the bridge according to plans and specifications approved by the Department, and is to deliver it at the end of September, 1865.

WOODBIDGE ROAD.

Superintendent:—J. B. DIONNE.

Balance of grant of 1862.....	\$ 74 97
Amount granted in 1864.....	325 03
	\$400 00
Amount paid.....	400 00

This road, about seventeen miles in length, begins at the first range of Woodbridge and is to end at the Taché Road, nine miles of it crossing Woodbridge, and eight miles a part of Painchaud. Of this extent 14½ miles are open; 5½ of them are completed, and the remainder is opened as a winter road, but may be travelled in part by wheeled vehicles.

Last summer's work consisted of the completion of one-third of a mile of road, and the opening of eight miles and twenty arpents to one-half the proper width; all the wood has been removed and the surface made as level as possible, so that it is practicable for summer vehicles, but not without difficulty, in consequence of the quarries which are met with. The last four and a half miles opened are in Painchaud.

Eight bridges have been built, having a total length of three hundred feet: these have cost \$100; 289 feet of cedar swamp have also been covered with crossway.

In Woodbridge the whole of the soil is not adapted for cultivation; however, nearly all the lots in the first six ranges are conceded. The wood was nearly all destroyed by fire last July; there is still, however, enough building timber to supply all requirements for some years to come.

In Painchaud the land is good. On the second and third ranges Mr. Dionne observed soil well adapted for meadows. The land adjacent to the Taché Road is of excellent quality, with but few stones, and timbered partly with hard maple and birch. The land beyond the Taché Road is of superior quality. The Township of Chabot, situated to the

east of the Township of Painchaud, also contains very rich land. These places are famous for their enormous maple groves, which will yield large quantities of sugar, so soon as the means of communication are complete.

Mr. Dionne calculates that a sum of \$3,500 would be necessary to complete the road throughout its whole extent. Four miles of it are verbalized.

CHAPAIS ROAD.

Superintendent :—JOS. DIONNE.

Amount granted.....	\$1249 38
Amount paid.....	1249 38

This road is now open as far as the Taché Road. The work of last summer consisted of the opening of six miles and four arpents of road. This extent, although not completed, may be travelled in wheeled vehicles. The work cost \$200 a mile.

Three bridges, each 50 feet in length, have been built, besides seven others from seven to eight feet long; the whole cost \$40.

On this part of the Chapais Road, about one third of the land is good; the remainder is either very stony or very swampy. On approaching the Taché Road, however, the land is found to be excellent and covered with mixed wood. There are two water-powers on this part of the road.

Mr. Dionne estimates that sum of from \$900 to \$1,000 would be necessary to complete the road.

TACHÉ ROAD.

KAMOURASKA SECTION.

Superintendent :—JOS. DIONNE.

Amount granted.....	\$503 17
Amount paid.....	503 17

With this sum Mr. Dionne has repaired the part of the road from St. Roch to the Mont Carmel Road. The road has been turnpiked, a large hill has been levelled, and many large stones have been blasted and broken.

The land along the road is excellent and covered with mixed wood.

COUNTY OF L'ISLET.

TACHÉ ROAD.

L'ISLET SECTION.

Superintendent of Works :—S. DRAPEAU.

Amount granted.....	\$290 00
Amount paid.....	290 00

Certain repairs and improvements having become necessary on this part of the Taché Road, an extent of 18 miles including the Townships of Lafontaine and Garneau, Mr. Drapeau was instructed to give the work out by the job, and entered into a contract with Mr. Charles Carrière, who undertook to mow the grass, root up the bushes, and remove all impediments whatsoever from the Taché Road, and to sow the same with timothy over the extent above mentioned for the sum of \$15 a mile.

As no extra payment was to be claimed by the contractor for unforeseen obstacles which might be met with, a sum of \$20 was allowed him to cut and remove all the trees which had fallen across the road, let the quantity be what it might.

Mr. Drapeau writes that the work has been executed in a proper manner, as has also been the sowing of the road with timothy.

ARAGO ROAD.

Superintendent:—THOMAS BREEN.

Amount granted.....	\$700 00
Amount paid.....	700 00

The Arago Road begins on lot No. 18, at the division line between the Seigniory and the Township of Lessard, and is to end at the Taché Road in Arago, a distance of 13 miles and 16 chains. Three miles of it are now open, and of this extent, two miles, nineteen arpents and eights perches are completed.

Twenty-one arpents of road were completed last year. Six bridges, measuring 30 feet in all, have been built. A seventh bridge, 32 feet long, built in former years, had been broken down by the snow, and it was found necessary to rebuild it and add nine feet of flooring.

The following information is given by Mr. Breen, in his report respecting the land crossed by the road:—"From the beginning of the road to the 2nd range of the Rief Lessard the soil is good although a little stony, and continues so over nearly the whole width of the Township of Lessard, up to about the 2nd mile. Hence, to the 7th mile there is very little good land adapted for settlement along the road. From the latter point to the Taché Road the soil is good and continues to improve in a southerly direction.

"Although but little of the Arago Road is as yet open, it has, nevertheless, already contributed to the settlement of several lots in the 1st and 2nd ranges of the Township of Lessard, and were it not for the high price of the land near the road—\$1 an acre—nearly thirty of them would be settled upon. Twenty-seven of these lots belong to one individual.

* * * * * The mere laying out of the line of the Arago Road, by providing a straight line of communication with the Township of Arago, has contributed much to the utilization of the numerous maple groves which are found in that township and the vicinity. The line is used as a means of communication by more than 80 persons, who make sugar in those townships, and whenever the road is open as far as the 1st range of Arago, the immediate settlement of a part of the land may be relied on."

There are several water-powers on the Bras d'Apic, the course of which the road follows for several miles.

Mr. Breen considers that an amount of from \$6,000 to \$7,000 would be required to complete the road.

Besides the Arago Road, Mr. Breen also expended a sum of \$153.25 in repairing and improving the Lessard Road from its junction with the Arago Road towards St. Cyrille—a distance of 28 arpents and eight perches. Considering the nature of the soil and the small sum placed at Mr. Breen's disposal, the road has been put into very passable condition, miry as it was before. A further sum of \$60 or \$80 would be necessary to make the 13 arpents, remaining to be improved, passable.

ANSE À GILES ROAD.

Superintendent:—W. BOSSÉ.

Amount granted.....	\$700 00
Amount paid.....	700 00

The only report received from Mr. Bossé bears date the 14th November; in it he states that he had cleared 15 arpents and 8 perches of road; I cannot, therefore, state the nature and extent of the works executed during last summer, with the sum placed at Mr. Bossé's disposal.

BEAUBIEN ROAD.

Superintendent:—EDOUARD CÔTÉ.

Amount granted.....	\$700 00
Amount paid.....	700 00

This sum was applied to the completion of three miles and nine arpents of road already opened, which work cost \$192 a mile. The road is now complete as far as the tenth concession and open as far as the Taché Road.

Three little bridges have been built, and 180 feet of crossway and eight arpents of brushwork have been laid.

Colonization is making progress in these parts, and already about one hundred families are established in the Townships of Montminy and Ashburton.

Besides the above-mentioned works, F. X. Letourneau contracted to build a bridge over the South River. It is 88 feet long, including the abutments, and cost \$300. It is now completed.

SIROIS ROAD.

Superintendent:—ANTOINE TALBOT.

Amount granted.....	\$200 00
Amount paid.....	200 00

This sum has been applied to completing half a mile of road, and to repairing one and a half arpent of crossway and a bridge 28 feet in length, injured by fire.

F. X. Letourneau contracted for the building of a bridge over the Morigeau River for the sum of \$320. Including the abutments, it is 74 feet long, and it is quite completed.

Mr. Talbot estimates that a sum of \$1,200 would be necessary to complete the road.

COUNTY OF BELLECHASSE.

MAILLOUX ROAD.

Superintendent:—ELIE AUDET.

Balance of grant of 1863.....	\$ 85 ⁰⁰
Amount granted in 1864.....	1,230 ⁰⁰

\$1,315 00

Amount paid.....	1,315 00
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Three miles and eleven arpents of road were completed last summer; from the end of this piece to the River St. John, a distance of about 18 miles, it is opened as a winter road only. The completed road cost \$283 a mile, exclusive of bridges. Thirty-two little bridges, having a total length of 130 feet, have been built; they cost \$98. Eight hundred and thirty-eight feet of crossway and brushwork have been laid at a cost of \$65.

The materials necessary for the construction of a bridge over the Black River were prepared during last winter, and the balance of \$85, due the contractor, was paid him. The bridge will be 168 feet in length, and it is estimated that its construction will entail an outlay of \$400.

The land along the road and further in the rear is of good quality, and timbered for the most part with hardwood. Good water-powers are met with, and iron pyrites have been observed in various places.

Mr. Audet says that colonization is making rapid progress, especially in the Townships of Buckland, Mailloux and Roux as far as the 6th range, upon which about twenty settlers are living with their families. There are some even in Bellechasse, more than 4½ miles beyond the completed road: The value of real property has increased in the same proportion as the population, that is to say, 20 per cent. per annum.

The harvest has been good, and the frost, which appeared on the 15th September, only affected the grain which had been sown late.
 The road should be opened next summer as far as the Black River in the Township of Bellechasse, where the land is of the first quality. This work, according to Mr. Audet, would cost about \$3,000.

COUNTY OF LÉVIS.

ST. LAMBERT ROAD.

Superintendent:—AUGUSTIN DUMAS.

Amount granted.....\$500 00
 Amount paid..... 500 00

Fifteen arpents of swamp had been laid with crossway in 1862; that extent has, this year, been covered with earth and completed. Three arpents more of crossway have also been laid, besides one arpent over unmixed soil. This piece completes the crossing of the swamp. Ditches have been dug on both sides of the road; these are twenty-three arpents long, three feet wide and four feet deep. Part of these ditches have been made to carry off the waters of the swamp. The road is now practicable for summer vehicles.

Thirty arpents of the road remain to be completed before reaching the St. Bernard road; this portion can be travelled in winter vehicles only.
 About \$500 would be required to complete this piece of road. It is verbalized.

COUNTY OF DORCHESTER.

LANGEVIN ROAD.

Superintendent:—JOSEPH FOURNIER.

Amount granted.....\$350 00
 Amount paid..... 350 00

The whole of this road has been open for two years past, and may be travelled in summer vehicles, but it is not completed.

A bridge has been built over the Flower River; it is 90 feet in length and cost \$100. Some other small bridges and 19 arpents of crossway were constructed for the sum of \$100. All the land along the road is adapted for agriculture; the wood is mixed.

Within two years, about twenty families have established themselves on these lands, and a much larger number have begun to make clearings.

In the Township of Langevin the Trappists have built a church 120 feet long by 50 feet wide; the site for another church has also been selected in the same township by the ecclesiastical authorities, and the timber for the erection of the edifice has been brought to the spot

It is estimated that a sum of \$2,400 would be required to complete this road.

CRANBOURNE AND LANGEVIN ROAD.

Superintendent:—P. CASSIDY.

Amount granted.....\$300 00
 Amount paid..... 300 00

This sum has been applied to the opening of a route of communication between Cranbourne and the Langevin road. The works were begun on Lot No. 31, on the division line between the 7th and 8th ranges of Cranbourne, and continued in an easterly direction

as far as the Langevin Road, that is to say, the division line between Cranbourne and Ware, where the road ends.

Three and a quarter miles of it are practicable for summer vehicles; the remainder, 6½ miles, can be used only as a winter road.

A bridge sixty feet in length has been built, at a cost of \$65.65.

Most of the land along the road is of the best quality.

We meet with a great many water-powers, one in particular, promising great advantages, a few arpents below the bridge built by Mr. Cassidy. Traces of iron ore are found at the outlet of Lake Etchemin.

As a sign of the progress of colonization in this neighborhood, I quote the following passage from Mr. Cassidy's report, dated 30th September, 1864:—

"I yesterday visited the Etchemin Road, in Cranbourne, and found clearings on twenty-four lots, on nearly every one of which there was a house and a resident family. On the Langevin Road, which I visited on the same day, fifteen lots in Cranbourne, and twelve lots in Ware, have been taken up. The settlers seemed to be prosperous. They have made large clearings, and built good houses, and their crops have been very fine. I was told that in the interior of the Township of Ware, there are already thirty families, either presently located, or about to locate themselves shortly. I heard, moreover, that ten or twelve families have settled near the Convent of the Trappists. The increase of the population must be laid at three hundred and fifty souls at least. On the colonization roads in Cranbourne and the neighborhood, there are not less than one thousand two hundred arpents of cleared land."

Mr. Cassidy considers that \$700 is necessary to complete the road, including a bridge which would cost \$75. The road is verbalized.

FRAMPTON AND STANDON ROAD.

Superintendent:—JOHN DILLON.

Amount granted.....	\$75 00
Amount paid	75 00

Mr. Dillon commenced the work near lot No. 14 in the 9th range of Frampton, and has improved the road over a distance of four miles.

The land over which it passes is wet and stony, and covered with mixed timber. The soil of the adjacent lands is good. Traces of copper are found on nearly all the lots, and some gold has also been found.

Mr. Dillon informs me that colonization has made rapid progress within these last two or three years in the Townships of Standon and Ware, and that the population has increased 25 per cent. This road is verbalized.

1st. LITTLE BUCKLAND ROAD.—2nd. STANDON ROAD.

Superintendent:—L. ROUSSEAU.

Amount granted	\$200 00
Amount paid.....	200 00

With the sum of \$100 that part of the first of these roads which intersects the 3rd range in Buckland, and was opened for winter travel only in 1860, has been completed; but there is still a great deal of blasting to be done, particularly where it crosses the 3rd range. Mr. Rousseau is of opinion that with \$200 the road might be thoroughly completed as far as the 1th range of Buckland.

The other \$100 was applied to the repairs of the cross-road branching from the main line into the interior of Standon. It was in a dangerous state, and required work to make it fit for travel, greater than the settlers could afford to bestow on it. With the sum granted Mr. Rousseau has succeeded in rendering it practicable for all kinds of vehicles and loads. This by-road, which is nearly twenty-three arpents in length, is ditched on

both sides throughout. A large number of large boulders have been removed; others have been blasted; and a bridge, 22 feet in length, has been built over a stream which crosses the road.

Mr. Rousseau writes to inform me that colonization is making progress in the neighborhood. Population is increasing rapidly in Standon, on Lake Etchemin, and in Ware. Upwards of forty families are now resident in the latter township; two years ago there were no more than three. In the Township of Langevin some clearing has been made on a considerable number of lots. Mr. Rousseau is of opinion that if the Government continues to open new roads, and finishes those which have been commenced, the township will in a short time be fully settled.

1st. ROAD FROM ST. EDOUARD TO ST. JOSEPH.—2ND. LONG POINTS ROAD.

Superintendent:—JOHN DUFF.

Amount granted.....	\$175 00
Amount paid.....	175 00

This sum was laid out in the improvement of about four miles of these roads and the opening of 25 arpents on the Grand Line Road.

The soil of the land traversed by the roads is good, and bears, in most parts, a heavy growth of maple.

There is a limestone quarry in the neighborhood, as also several good sites for mills.

Mr. Duff writes that he has reason to believe in the existence of gold or copper ore opposite to lot No. 16 in the first range, on the Grand Line Road, as also on lot No. 14 in the same range.

The sum of \$500 is necessary to complete the Grand Line Road up to the road leading to St. Joseph.

ST. MARGUERITE GRAND LINE ROAD.

Superintendent:—ET. HALLÉ.

Amount granted.....	\$250 00
Amount paid.....	250 00

The work on this road was resumed this year in the St. Alexander concession. It might be continued to the Kennebec Road. It is now open, as a winter road, as far as the road which leads to the church in St. Joseph. The distance finished in the present year is 90 arpents. This road which is $17\frac{1}{4}$ miles in length is completed to the distance of 3 miles and 21 arpents. The remainder is only a winter road.

Mr. Hallé reports as follows: "This road gives access to the township of Cranbourne on the south-west, and might also lead to Metgermette. There are in the neighborhood some excellent lands which cannot be settled for want of roads. Moreover their existence is hardly known to the public."

The sum of \$900 is required to finish that part of the road which extends to the by-road leading to St. Joseph's Church.

The road is partly verbalized.

IBERVILLE ROAD.

Superintendent:—PIERRE MERCIER.

Amount granted.....	\$450 00
Amount paid.....	450 00

This road has its point of departure at the Trait-Quarré between the concession of Iberville and that called St. Aimée in the Parish of St. Bernard and is to terminate at the River Chaudière to which place it is open.

Last summer 29 arpents, 7 perches were finished, and 43 arpents and 3 perches opened only. The whole distance, including that which is only opened, is passable for summer carriages. The cost of that part which is finished was \$300 per mile exclusive of bridges. Of these twelve have been built; aggregate length about 42 feet, costing \$40. Five and a half arpents of the road were crosswayed or laid with brush, and cost \$50. The soil in the neighborhood of the road is of clay, strong and good, timbered with mixed wood. Mr. Mercier says that the sum of \$600 would be required to complete the road. It is verbalized.

COUNTY OF BEAUCE.

GAYHURST ROAD.

Superintendent:—ROMAIN DALLAIRE.

Amount granted.....	\$400 00
Amount paid.....	400 00

The work of the last summer consists in the completion of 33 arpents of road, and the covering of four arpents with gravel which had been laid with brush in 1862. The road is ten miles in length. It is finished to the distance of three miles; the remaining seven miles can be used by winter vehicles only. The cost of the road as finished is \$300 per mile. Six small bridges, each ten feet long, have been built. The road follows the course of a small river, and passes generally over a soil which is covered with soft wood of good quality. A short distance from it the hardwood land which generally prevails in Gayhurst, commences. Many mill-sites are found on the little river before mentioned.

A considerable number of lots have been taken up in the year, and some persons have settled on land three miles beyond the present terminus of the road made.

The sum of \$2,300 is required to complete the road.

ROAD FROM JERSEY TO LAKE MEGANTIC.

Superintendent —F. CATELLIER.

Amount granted.....	\$300 00
Amount paid.....	300 00

This road commences $4\frac{1}{2}$ miles from the township line of Jersey, and is opened and the most part finished as far as Trout River, $1\frac{1}{2}$ mile distant from the Township of Marlow. It will end at Lake Megantic.

A distance of four miles has been completed, and a further distance of two miles has been merely opened. It may be used throughout for wheel-carriages.

Two small bridges have been built. Mr. Catellier informs me that the land over which the road passes is generally good—that of the first range inferior to that on the second and third, and more difficult to work. In Marlow the road passes over good land. The neighborhood of Lake Megantic is magnificent.

It is a proof that the road is very favorable to colonization that all the lots are taken throughout its entire length, and even beyond its terminus.

There are not less than forty or fifty lots occupied in Jersey. Some of the settlers are Canadians who have returned from the United States. They are not all resident on their lands, but all cultivate them and clear several arpents every year.

A great many water-powers are found along the road, as far as it is opened. Several fine ones are met with on Trout River, which is a considerable stream, and celebrated for the gold found in it. Traces of gold ore have been found in nearly all the little streams which fall into the Chaudière River.

Mr. Catellier writes to me, under date of November last: "Although the sums granted for the road have not hitherto been of considerable amount, they have been productive of great benefit to the settlers who have had occasion to make frequent journeys

with produce to our mills. Another advantage is, that the people of the neighboring families are thereby enabled to settle their children so near to themselves that they can afford them assistance in the clearing and sowing of their land without detriment to their own affairs.

It is therefore desirable that the road should be continued, and that larger grants should be made in future for the encouragement of colonization and of the miners who are beginning to bend their steps in this direction, attracted by a degree of success which gives bright hopes for the ensuing year.

LAKE ST. FRANCIS ROAD.

Superintendent:—L. LABRECQUE.

Amount granted.....	\$600 00
Amount paid.....	600 00

This road begins at lot No. 17 of the 3rd range of Lambton, crosses Coleraine, and is to terminate in the 11th range of Ireland, on lot No. 2.

A distance of 5½ miles has been opened as a winter road in the present year, from the point of departure to the River Bluets.

The soil along the road is strong and well adapted for farming. In the first part of the road the timber is mixed, but in Ireland hardwood, particularly maple, predominates.

There are several good water-powers along the road. Traces of copper have been found, particularly in the 9th range of Ireland.

Mr. Labrecque says that the road will cost \$500 per mile.

ADSTOCK ROAD.

Superintendent:—J. F. BÉRUBÉ.

Amount granted	\$400 00
Amount paid.....	400 00

The point of departure of this road is on the Lambton Road in the Township of Forsyth, and it is to be carried to the northern angle of Adstock, to be extended afterwards to the railway, crossing Broughton or Thetford and Leeds.

In 1862 this road was opened as a winter road to the distance of two and a half miles by the expenditure of \$100. Of this distance, 1½ mile was finished last summer with the amount granted.

In the road completed there is neither bridge nor crossway, but an embankment, 50 feet long, cost \$25.

If the road is carried on so as to meet the Glenloyd Road, it will pass through immense forests of almost entirely hardwood, and over a soil well suited for farming. It is the shortest, and most likely to be beneficial to all this part of the Eastern Townships.

"The Township of Forsyth," says Mr. Bérubé, "in which I reside, and where the road commences, has a population of about eleven hundred souls, and is completely organized; having magistrates, a commissioner's court, a post office, and several schools. Agriculture is making great progress amongst us. The Township of Shenley, which is next to us, and which contained, five years ago, fifteen families at the utmost, has now more than a hundred, and has become a municipality; moreover, the site of a church will be marked out in the course of the winter.

"This rapid progress is due to the opening of the Shenley Road, which was commenced in 1859, and opened to a distance of nine and a half miles. Mr. Blouin, who superintended the work on this road, had, at the instance of the Inspector of Agencies, left it incomplete in order to be enabled to open it to a greater distance with the same money, and the rapidity with which the lands on both sides of it were taken up and occupied, shews the wisdom of the proceeding.

“The Township of Tring had, at the time of the last census, a population of more than 2000 souls, and since that time it has considerably increased. It contains two churches and is divided into two municipalities. Lambton and Aylmer, each forming a municipality, have each a church, and leave nothing to be desired in respect of progress. Finally, Adstock, although it has not had hitherto the advantage of a road opened, is inhabited by twenty-five families, who began to come in four years ago, and I presume that not less than 150 arpents have been cleared within the present year in that township.”

The principal kinds of grain raised in this district are barley and oats, which have scarcely suffered any injury.

According to the observations of judicious and experienced persons, there is no doubt that this part of the Eastern Townships possesses mineral wealth which will contribute to its prosperity in proportion to the sacrifices which the Government may make to open the lands to cultivation.

The completion of the road will probably cost \$4000. It is verbalized to the distance of four and a half miles.

FRANCE BOUCHER BY-ROAD.

Superintendent:—C. J. O. BÉLAND.

Amount granted	\$300 00
Amount paid.....	100 00
Balance remaining.....	\$200 00

Mr. Béland has not sent in a report.

COUNTY OF LOTBINIÈRE.

ROAD FROM MÉTHOT'S MILLS TO HARVEY HILL.

Superintendent—JEAN ENOUF.

Amount granted.....	\$1000 00
Amount paid.....	1000 00

Last summer, work was done on this road to the extent of 4½ miles, so as to make it tolerably passable for wheel carriages, but it is not completed.

Three bridges were built, measuring in the whole 33 feet, and seven arpents were laid with brush or crosswayed. The road leads to the famous copper mines in Leeds.

Nine lots were taken on the road during the summer, being the last; all the rest had been previously taken. More than 100 arpents were cleared this year along the road, and grain of all kinds harvested in great abundance.

Mr. Enouf is of opinion that \$1000 will be required to finish it.

COUNTY OF MEGANTIC.

ST. SOPHIE AND ST. FERDINAND ROAD.

Superintendent—Jos. VIGNEAU.

Amount granted.....	\$400 00
Amount paid.....	400 00

The road has been opened and completed to the length of 40 arpents.

Nine bridges were built and 2½ arpents brush laid and covered with 10 inches of good earth. The road is finished as far as St. Ferdinand.

This road ought to be continued through Ireland, Coleraine and Adstock to join the Lake St. Francis Road, which was commenced last year in Lambton. It would become of the greatest importance to the settlers in one part of the County of Beauce, by giving them direct communication with the Grand Trunk Railway, and affording the inhabitants of the old parishes an easy means of access to the fertile lands of the before mentioned townships, which may be termed a virgin forest.

Mr. Vigneau remarks in his report that these lands are mostly unsettled and of well-known fertility, awaiting only the hand of the husbandman, to furnish their tribute to the traffic of the country; which, at no distant period, must be very considerable.

This part of Lower Canada is capable of containing a population of from 25,000 to 30,000 souls, as there are several townships with scarcely a single inhabitant.

The opening of the road will tend greatly to facilitate the communication of the settlers in South Halifax and Ireland with the Railway, and the working of the copper mines in the Township of Halifax.

The water-powers in the neighborhood are numerous and may be readily made available.

Mr. Vigneau writes to me that the population of the Township of Halifax has increased by 1200 or 1400 persons within the last five years, and the value of real estate one hundred per cent.

The sum of \$6000 is considered necessary to open the road to Lambton.

GLENLOYD ROAD.

Superintendent:—ISAAC THOMPSON.

Balance of the grant of 1862.....	\$1,200 00
Amount paid in 1864.....	1,200 00

The work of opening this road had been suspended since 1859, on account of some conflicting interests connected with its location. The claims of the several parties concerned, having been since taken into consideration, after a visit to the place, and a report of the representatives of these parties having been made, the line of the road was changed in several places, and the work was resumed in the present year. By adopting these changes in the plan we have been able to avail ourselves of the roads already opened by the settlers themselves.

The point of departure of this road is on the Lambton Road, in the Township of Tring, and its terminus the Grand Trunk Railway, in Nelson, a distance of 41 miles.

The part now open, and fit to be travelled on by summer carriages, reaches from the 14th range of Leeds to the railway, a distance of 22 miles; the remainder reaching to Tring, about 19 miles, is open as a winter road only.

The length of the road finished, last summer, is 4 miles and 13 chains, of which 2½ miles were entirely new; the rest had been opened as a winter road. The work was done on that part which passes over the 14th, 15th, and 16th ranges of Nelson, and the 6th and 7th ranges of Leeds, being between the Craig and Gosford Roads. The work cost \$180 per mile, exclusive of the bridges. Six bridges were built, measuring in all 262 feet of roadway, exclusive of the abutments. Two of them are of considerable size; one in particular, is 120 feet long. The work is well and substantially done. The cost of them was \$427.

There has been, moreover, crossway made 882 feet in length, and 600 feet have been laid with brush. These were covered with earth.

The road passes over land of the first quality, timbered mostly with hardwood.

When completed through Thetford and Tring, it will tend greatly to encourage the colonization of those two townships, in which there are still a large number of lots belonging to the Crown.

Mr. Thompson informs me that there are several excellent water-powers near the road, as also traces of copper ore. They are now working a mine in Nelson, with every appearance of success. Indications of other minerals have likewise been discovered, in the neighborhood of the road.

A considerable number of lots have been taken up within the last two years in Thetford. Colonization has made great progress in Broughton. The site of a church was recently selected on the line of road, in Nelson, near the railway station. Mr. Thompson thinks that the sum of \$5,000 would be necessary to complete the 19 miles of the road now merely opened.

All that part of the road which is finished has been verbalized.

ROAD FROM HARVEY HILL TO METHOT'S MILLS.

MEGANTIC SECTION.

Amount granted.....	\$850 00
Amount paid	850 00

Mr. Robert Gullen, Mayor of Leeds, gave out to William Hume, on the 27th August last, that part of the road which passes through the 8th, 7th and 6th ranges of Leeds, on contract, to be made by him for the sum of \$735.

The work was to be finished on the 31st October, and received on the report of experts. I have not yet received the final report of Mr. Gullen.

COUNTY OF NICOLET.

1ST. ST. WENCESLAS SWAMP ROAD.—2ND. ST. LEONARD ROAD.

Superintendent:—JEAN VIGNEAU.

Amount granted for the 1st Road.....	\$550 00
Amount granted for the 2nd Road.....	150 00
	700 00
Amount paid.....	700 00

The road which crosses the St. Wenceslas Swamp is part of the Grand Line Road to Aston. It reaches a part of the 5th and 3th ranges in Aston. Work was done on it throughout its entire length. It has been drained by a cutting more than three miles long. It was next covered with brush and sand; a small portion of it was also crosswayed. Although the funds fell short of the amount necessary to cover it with sand throughout, the road is nevertheless a fine one and perfectly good at all seasons of the year. It is twenty-five arpents in length.

This road affords easy access to all the new settlements in the Eastern Townships. It is also the main channel of communication between Three Rivers and Arthabaska.

The St. Leonard Road extends from the Church of St. Wenceslas to that of St. Leonard, between the 7th and 8th ranges of Aston.

It has been improved in several places, and is now passable in all its length. The hills, however, should be cut down. The sum of \$200 is necessary to complete all the improvements. The lands intersected by these roads, as well as those of the adjacent districts, are for the most part of excellent quality.

Mr. Vigneau says of the progress of colonization in these parts: "Within four years the population of St. Wenceslas has increased four-fold; roads have been opened, lands cleared, settlers established, and the great land owners are disappearing to make way for the real settler.

"One thing particularly has contributed to encourage colonization: the establishment, namely, of a farm at St. Wenceslas by the Reverend Gentlemen of the Seminary of Quebec. Within the period of eighteen months, we have seen, as if the work of enchantment, the clearing of 250 arpents, a fine and spacious house in a charming locality, and buildings which astonish every traveller. Notwithstanding the ravages of the drought, of fires, and then of a long series of wet weather, a large quantity of grain was harvested. We are to hope that the good work will not stop half way, and that some fine morning the

inhabitants of the Eastern Townships will wake up to the perception and appreciation of a fine model farm, nay, even of a fine and beautiful school of agriculture."

This we may term practical colonization: with little noise and great progress. The roads are verbalized.

1st. ROAD OF THE 12TH RANGE OF MADDINGTON.—2ND. ROAD OF THE 14TH RANGE OF MADDINGTON.

Superintendent:—P. DE VILLERS.

Amount granted.....	\$400
Amount paid	400

The former of these roads is a continuation of the front concession road of St. Louis, in the Parish of St. Gertrude, and is to extend to the tenth range of the same township—a distance of six miles.

It has been opened to an extent of 75 arpents for summer vehicles; the work costing \$200.

The advantageous result of this road will be the settlement of six ranges in Maddington, the front roads of which connect with it. Since it was commenced, a large number of persons have taken steps to procure lots adjacent to it.

The road of the 14th range has its point of departure in the front line road of the 13th range, and is to be continued to the Township of Blandford, a distance of four miles. A distance of nearly forty-five arpents of this road has been finished, and has cost \$200.

Mr. de Villers says in his report: "This road, when finished throughout, will promote the settlement of the 15th, 16th and 17th ranges of Maddington, which belong to the Crown, and are in general suitable for cultivation. Some of the lots in the 15th and 16th ranges have been already taken, and several persons are preparing to take steps to obtain the lots which have not been hitherto applied for.

"The road crosses the River Gently, which offers several water-powers likely to be available as the sites of grist-mills, now much needed in the township. Two saw-mills have been already built.

"The roads which the Government has caused to be made in Maddington, have contributed much to the growth of the population, and have trebled the value of real estate. An inestimable advantage which we owe to them, is the diminution of the emigration to the United States. Some young men who went last winter to the State of Missouri to seek their fortune, were robbed of their clothes and money by the Confederates, who invaded the state. It is to be hoped that this sharp remedy will have the effect of sending such back to Canada, and preventing their friends from leaving home."

As there are swamps and rivers in the part of the line still unmade, Mr. de Villers is unable to specify the amount necessary to complete it.

Both roads are verbalized.

HORTON ROAD.

Superintendent:—CALIXTE VERBONCŒUR.

Amount granted.....	\$300 00
Amount paid	300 00

This road is a continuation of the Aston Grand Line Road in Horton.

The part on which work was carried on, in the present year, extends from the post on the 14th range of Aston, to the road which runs along the River Nicolet, in the 2nd range of Horton, a distance of 48 arpents. The road has not been completed, but it may be used for summer vehicles, with some difficulty in certain places.

Two bridges, forming a united length of 55 feet, have been built.

This road passes over a tract of excellent land, well watered, and covered with mixed timber. It opens a communication with that part of Horton which lies to the south of River Du Loup, a branch of the River Nicolet.

Mr. Verboncœur informs me that it contains excellent lands, in great part the property of Government, and that three or four hundred families might easily and advantageously be located there. This will certainly be accomplished so soon as the road can be extended to meet the road from Warwick. This will also enable three or four hundred families to locate themselves in Warwick.

There are three excellent water-powers on the River Nicolet, and several more on small streams.

When the Grand Line road is finished, it will afford direct communication between Three Rivers and Lake Megantic, passing through all the Eastern Townships.

“For several years back,” says Mr. Verboncœur, “colonization has progressed on the lands along the roads opened, but it has advanced more slowly in our neighborhood, owing to the want of roads, or the badness of those that were available. However, during the past two years, the progress has been more rapid, more particularly in places adjoining older settlements.

“A chapel was commenced (in Horton) a few years ago, but for want of means it has not been finished. This is a case in which the colonization societies might give proof of their usefulness. The parish has been civilly and canonically erected under the name of Ste. Eulalie.”

ROAD FROM ST. GERTUDE TO GENTILLY.

Superintendent:—P. DE VILLERS.

Amount granted in 1862.....	\$400 00
Amount paid in 1864.....	400 00

This road commences at the front line of the concession of St. Antoine, in the Parish of St. Gertrude, and ends on the 5th range of Gentilly. It has been finished through-out its whole length—38 arpents.

Two bridges, measuring 85 feet of roadway, have been built for the sum of \$128.

Mr. De Villers informs me that this road will be of great advantage to the Counties of Lotbinière and Nicolet, inasmuch as it forms a communication with the Townships of Maddington and Aston, and offers the most direct route to the depot of Three Rivers and Arthabaska Railway, for a portion of the inhabitants of those counties. Moreover this road completes a great highway extending from Quebec to Montreal, for the new parishes south of the River St. Lawrence.

COUNTIES OF ARTHABASKA AND DRUMMOND.

CRAIG ROAD.

Superintendent:—L. LABRÈCHE-VIGER.

Amount granted.....	\$200 00
Amount paid.....	200 00

This sum has been expended in improving and finishing a mile of the old road in Chester, and in building several small bridges.

A sum of from \$1600 to \$2000 would be required to complete all that portion of the road which passes through Chester.

CHENIER AND TINGWICK ROAD.

Superintendent:—J. O. BEAUBIEN.

Amount granted in 1863.....	\$300 00
Amount paid in 1864.....	300 00

This road commences at the Craig Road, passes between lots Nos. 18 and 19, is open and finished as far as the 8th range and is to terminate in the Township of Wotton. For a distance of 24 miles, it is fit for summer vehicles, and the remaining three miles are available as a winter road only.

The length of road finished this year is one mile and a half; no opening work has been done. The cost so far has been \$200 per mile. The work done consisted in levelling, removing stones, making ditches, lowering hills, and widening the road in several places.

The lands surrounding the road are excellent, the soil being rich, and the timber consisting of maple, beech, birch and butternut.

There is a water-power on the road, and copper has, it is stated, been discovered on the 4th and 9th ranges of Tingwick, near the road.

"Colonization," says Mr. Beaubien, "has made great progress in this township within the past few years notwithstanding the want of roads. A large number of settlers from the old parishes have located themselves here. Three years ago at the furthest, there were but two or three families on the 10th and 11th ranges of this township; the number now exceeds 40. This spring a great many acres of land were cleared and sowed, and the yield would have been very great had not the fall turned out so wet."

There still remain five miles to be opened before the road reaches Wotton, and the estimate for the completion is \$1500.

This road is verbalized.

BULSTRODE AND VICTORIAVILLE ROAD.

Superintendent:—F. X. BEAUDET.

Amount granted.....	\$200 00
Amount paid.....	200 00

Two miles of this road have been improved, including a certain amount of crossway and brush-work, and several small bridges have been built. There still remains one mile and a half of brush-work and earth filling to be done.

Mr. Beaudet thinks it would take the sum of \$1000 to finish this road.

ST. GERMAIN ROAD.

Superintendent:—A. VEUILLEUX.

Amount granted.....	\$200 00
Amount paid.....	200 00

This road commences on the first range of Grantham, at the Yamaska Road, and is open as far as the 5th range; it is to terminate at the River St. Francis—a distance of six miles.

Work has been done on 32 arpents, which have been rendered fit for wheeled vehicles, but 20 arpents only have been completely finished. Several small bridges have also been made.

This road will greatly promote colonization, by affording access to a tract of 12,000 acres or highly fertile land.

From thirty to forty families locate themselves each year in the Township of Grantham. Most of these settlers come from the United States, in order to resume possession of their lands, which they had been obliged to abandon from being unable to pay for them.

A church is now being built in this township.

A sum of \$800 would be necessary to complete this road throughout its whole length. It is verbalized.

LUPIEN ROAD.

Superintendent :—ANTOINE LUPPIEN.

Amount granted.....	\$200 00
Amount paid.....	200 00

This road commences at the Drummondville Road and terminates at the *Bassin* lands, or the first range of the Township of Upton ; it is open as far as the south-west line of lot No. 9, in the 5th concession of the township.

It has been opened for a length of 50 arpents by the landowners, whose front line it forms.

The sum of \$200 has been expended in preparing the timber necessary for crosswaying a portion of the road. The extent of crossway to be made is 24 arpents.

This road leads to an unsettled tract which will be taken up so soon as the road is finished.

A site for the erection of a church was selected last year by the ecclesiastical authorities, in the vicinity of the road.

Mr. Lupien thinks that a further sum of \$800 would be required to crossway the swamp throughout its whole length. The road is verbalized.

COUNTIES OF WOLFE AND RICHMOND.

WOTTON AND WOLFESTOWN ROAD.

FIRST SECTION.

Superintendent :—J. P. LEBEL.

Amount granted.....	\$400 00
Amount paid.....	400 00

The work done on this road, this year, was commenced at the division line between Wotton and Ham and extended to the middle of lot No. 10, between the 5th and 6th ranges of Ham, forming a length of roadway of 112 acres. This portion has been opened as a winter road. The trees and other obstacles have been removed to the width of 24 feet, so as to render the road quite passable. There still remain 15 arpents of roadway to be made in order to reach the part opened in 1862 by Mr. Demers, the road will then be opened throughout its whole length from the Wotton Main Road to the Pacaud Road, in Ham.

Mr. LeBel informs me, that sales of land having been suspended by the Government during a great part of the year, in consequence of the law relating to gold mines, there have, therefore, been no new sales this year on the line of road.

Indications of copper and antimony have been found in Wotton, North Ham, and South Ham, and real property has, in consequence, largely increased in value during the past two years.

ROAD FROM WOTTON TO WOLFESTOWN.

SECOND SECTION.

Superintendent :—A. O. PÉLISSON.

Amount granted.....	\$300 00
Amount paid.....	300 00

This road commences at the Church of St. Julien de Wolfestown, and is to terminate at the Pacaud Road in Ham. It has been opened and finished, this year, as far as the 4th range—a distance of one mile.

Three small bridges have been built, and 6½ arpents of roadway laid with brushwood.

This road will pass through excellent lands, covered with every variety of fine timber. It shortens by fifteen miles the distance to be travelled in order to reach St. Christophe, where the settlers dispose of their produce.

"At a distance of two miles from the road," says Mr. Pélisson, "gold and copper have been found. The copper mine is exceedingly rich, and will soon be worked.

"Five years ago the Parish of St. Julien was part of the primeval forest; within that period 520 families have settled in this township."

This road is verbalized.

ROAD FROM ST. CAMILLE TO DUDSWELL.

Superintendent:—J. Z. C. MIQUELON.

Amount granted.....	\$400 00
Amount paid.....	400 00

This road commences at the angle of the Wotton road, in the Parish of St. Camille, between lots Nos. 18 and 19 of the 11th range, crosses the 11th, 10th and 9th ranges of Wotton, extends into the township of Dudswell, on lot No. 17 of the 11th, 10th, 9th and 8th ranges, and on lot No. 16 of the 7th range, terminating at the Gosford road, on the 6th range, one mile and a half from the village of Marbleton. Its length will be about seven miles.

The road has been opened this year for a length of 56 arpents, of which 25½ arpents have been finished; the remainder is passable for winter vehicles only.

The finished portion has cost at the rate of \$300 per mile.

To the north-east of the road there is a tract of six thousand acres of land fit for cultivation.

To the south-west the forest extends to the river St. Francis, a distance of about 18 miles. More than one-half of this tract is good hardwood land.

It would be necessary to open a road from the line between St. Camille and the Township of Stoke, crossing the latter township to Sherbrooke. Such a road as this would greatly promote colonization, since it would cross the great forest I have just mentioned, which would then be rapidly settled. It would also shorten by eleven miles the distance to Sherbrooke, the *chef-lieu* of the district.

There is a water-power of some importance on the 9th range of Dudswell, and there are several limestone quarries near the township line. Indications of copper ore are also found in this locality.

Since 1860, the increase in the value of real property in Wotton, has been 25 per cent. Mr. Miquelon estimates that a sum of \$2,300 would be required to complete the road.

GARTHBY AND WEEDON ROAD.

Superintendent:—J. E. CÔTÉ.

Amount granted.....	\$200 00
Amount paid.....	200 00

This road, about four miles in length, passes through a tract of extremely stony land, difficult to open. The grants of the past few years having been insufficient to make a durable road, the sum allowed for this year has been expended in improving it throughout its whole length; nevertheless a sum of \$400 would be required to complete the improvements.

This road is of great importance as a means of communication between the Townships of Stratford and Garthby, and the Town of Sherbrooke.

WEEDON AND HAM ROAD.

Superintendent:—H. A. WATER.

Amount granted.....	\$400 00
Amount paid.....	400 00

Work was commenced on this road, this year, at the Church of Weedon, and carried on in the direction of Ham. A length of sixteen chains has been simply opened, and one mile of road finished and made fit for summer vehicles; the remainder of the road, six and a half miles, can be used merely as a winter road. But as the latter portion is still encumbered with all the roots and mounds, the parties interested ask that the next grant may be expended in removing roots and other obstacles, in levelling the road, and in building the few bridges that are required, which will not only enable winter vehicles to pass with the greatest facility, but wheeled vehicles also without any great difficulty, during the fine weather in summer:

The cost per mile of the finished road is \$375.

Mr. Watier informs me that the crop has been a very good one, generally speaking, this year, and in fact superior to any crop within the past ten years. The grain escaped all injury from frost or insects, but the crops were injured in several places, by the continued rains of the last season.

WINDSOR AND WOTTON ROAD.

Superintendent:—C. E. WURTELE.

Amount granted.....	\$200 00
Amount paid.....	200 00

This sum has been expended in improving that part of the road which extends from the railway station to the rear line of Windsor. The road is now passable for wheeled vehicles throughout, with the exception of some spots which still need repairs.

This road opens a direct communication between the Grand Trunk Railway and Wotton, passing through Windsor from front to rear. It will greatly promote the settlement of this township, which contains excellent land.

There are good water-powers along the road. Copper has been discovered on lot No. 15 of the 7th range of Windsor; indications of gold have also been observed in the vicinity.

Mr. Wurtele informs me that in the Municipality of St. George de Windsor, which comprises six concessions in the back part of the township, eight years ago there were not more than a dozen settlers, and that they now number over 300.

A chapel has been built in the 2nd range of St. George de Windsor, and last year the site of a new church was selected on the road.

A further sum of \$300 would be necessary for the improvement of the road between the 12th and 13th ranges, and between the 6th and 7th ranges of Windsor; the road would then be good throughout its whole length—15 miles.

This road is verbalized.

MELBOURNE ROAD.

Superintendent:—GEORGE WILLIAMSON.

Amount granted.....	\$200 00
Amount paid.....	200 00

This road commences at the line between lots Nos. 15 and 20, in the 5th range of Melbourne and extends in a south-easterly direction to the Township of Brompton. A length of 24 arpents has been finished this year, so that the extent of roadway now passable for summer vehicles is one mile and a half; the remainder, about three miles, is open as a winter road.

The lands in the first part of the road are poor, but in the vicinity of the division line between Melbourne and Brompton, they are excellent, and if the road were to extend through Brompton, it would afford access to a large tract of land of the best quality.

There are several excellent water-powers in the vicinity of the road; and a slate quarry, situated about one mile and a half from the commencement of the road, is about to be opened and worked.

A new church is being built in the vicinity of the road.

Mr. Williamson is of opinion that a sum of \$1000 would be required to complete the road to the Brompton line.

It is verbalized.

COUNTY OF COMPTON.

ST. FRANÇOIS ROAD.

Superintendent—EDOUARD BÉLANGER.

Amount granted.....\$200 00

Amount paid..... 200 00

This road, which has been finished for some years, is not as yet verbalized. It had fallen into bad repair in several places, and the sum granted has been expended in making repairs in the north part of Winslow. It is greatly to be desired that the municipal authorities should provide for the maintenance of the road.

The progress of colonization has been considerable in this locality. Two hundred families, at the least, have located themselves in Winslow within the past five years; forty lots have been taken up this year, and four hundred acres of land cleared. A church has been built this year on the road.

MARSTON ROAD.

Superintendent:—COLLIN NOBLE.

Amount granted \$500 00

Amount paid 500 00

This road commences at the Megantic Road, crosses Marston, Clinton and Woburn, from north to south, and is to extend to the Province line—a distance of twenty-one miles.

Work was commenced at the north branch of the River Victoria, and four miles of road have been completed. Another mile of the road is also being completed.

There will be two bridges to build, on the two principal branches of the River Victoria, at an estimated cost of \$150.

The soil along the road is good and adapted for cultivation, and there are good water-powers on the north branch of the River Victoria.

Colonization is progressing in Marston and the adjacent townships, the lands are taken up as the road is opened, and the population has doubled within the past five years.

Mr. Noble thinks that the road yet to be made will cost \$400 a mile.

It is verbalized.

SALMON RIVER BRIDGE.

Superintendent—WILLIAM FARWELL.

Amount granted.....\$200 00

Amount paid..... 200 00

This sum has been granted to assist the settlers in building this bridge, which will be 180 feet long and 20 feet wide. The timber used is of the best quality and consists of pine and tamarack.

At the date of Mr. Farwell's last report (November 27) the work was advancing in a satisfactory manner.

HAMPDEN AND DITTON ROAD.

Superintendent:—C. A. BAILEY.

Amount granted.....	\$700 00
Amount paid	700 00

This road has been opened by Mr. Bailey as far as the 5th range in Ditton.

It has likewise been opened by the settlers from the township line of Newport to Salmon River on the line between the 4th and 5th ranges.

A distance of two miles has been completed; three-quarters of a mile is in a very advanced state. Of the two miles completed, 1½ mile was opened in 1862. The whole distance may be used by summer vehicles.

The soil, along the road, is good and covered with mixed timber, and well adapted for farming. There are a considerable number of water-powers in Hampden and Ditton.

Mr. Bailey says in his report—"I am happy to inform you that colonization has made great progress in this part of the country within the past five years. In that period, school-houses, churches, and villages have risen in places which were, before that time, untouched forest. Nearly all the lots on the road have been taken either by Canadians or by citizens of the United States, and some attempts at clearing are visible wherever we go. "Grain of all kinds has been raised, uninjured by either frost or insects."

BUREAUVILLE ROAD.

Superintendent:—Jos. DUBOIS.

Balance of 1862.....	\$1300 00
Paid in 1864 to Thos. Dagenais.....	\$ 7 06
Paid to Jos. Dubois.....	425 00
	432 06

Balance remaining..... \$ 867 94

This road, 6½ miles in length, was opened throughout in 1862 and completed to the distance of 2 miles 20 arpents only. The only report which I have received from Mr. Dubois is dated 15th November. At that time 26 arpents of road had been finished, in width 18 feet, with ditches on both sides.

Moreover, a length of 100 feet had been crosswayed. Mr. Dubois' final report has not yet been received.

PAQUETTEVILLE ROAD.

Superintendent:—L. S. BOIVIN.

Balance of the grant of 1862.....	\$537 81
Amount paid	537 81

This road, 16 miles in length, is now completed to the distance of eight miles, of which 1½ has been finished in the present year, the remainder being no more than a winter road. Three bridges, each about 30 feet long, were built last winter.

The Townships of Barford and Hereford, intersected by this road, contain lands of the first quality, covered with fine hardwood.

Mr. Boivin says: "When finished, this road will be of immense advantage to the cause of colonization. Within five years nearly all the lots have been purchased and inhabited, but if the road is not speedily finished, we shall find that a great number of the colonists will abandon their lands after having sacrificed their time and the little money they possessed, for want of a road, to convey their produce to market. At present the settlers in the Eastern part of Hereford and those of Auckland are obliged to go into the United States to sell their produce and bring back provisions and other necessaries for their families.

"Five years ago, it was hard to find a few settlers here and there, in the eastern part of Barford, in all Hereford and Auckland. There was only one small colony of Americans in the Gore of Hereford. We now number upwards of 300 families who are for the most part Canadians.

"Three-fourths of these families have to travel over 40 miles of a wretched road to reach Coaticook, which is the nearest central place for the transaction of their business. The Pâquetteville road will shorten that distance by one-half.

"Last year, a pretty chapel was erected in Coaticook, another in the Gore of Hereford, where there has been a resident *curé* since last November.

"Government lands which were sold, five years ago at three shillings per acre, could not now be purchased for less than two or three dollars per acre.

"The cost of that part of the road which remains to be finished will be about \$500 per mile."

The part which is finished is verbalized.

COUNTY OF SHEFFORD.

ROAD TO NORTH ELY.

Superintendent :—JAMES McDONALD.

Amount granted.....	\$200 00
Amount paid.....	200 00

Mr. McDonald commenced work on this road at its junction with that which is termed the 5th Range Road, and made it passable as far as its junction with the Deane Road in the 2nd range, a distance of 3½ miles. It is practicable for wheeled carriages throughout, but it is not completed.

This road passes over very good lands, bearing hardwood.

The progress of colonization has been retarded in Ely by the bad state of the roads. Nevertheless, for two years past, the aid afforded by the Government to the settlers has been attended with the happiest effect.

With the aid which the settlers are ready to contribute, Mr. McDonald thinks that the sum of \$400 to \$500 will suffice to complete the road.

COUNTY OF BROME.

SUTTON VALLEY ROAD.

Superintendent :—HENRY BORIGHT.

Amount granted.....	\$600 00
Amount paid.....	600 00

This road commences at Sutton Flats and terminates at Brome Corner. It is open throughout its entire length. It has been finished this year to the distance of 3½ miles. The soil over which it passes is excellent, with a growth of hardwood and spruce.

The road establishes a communication between the Province line and the Village of Waterloo. Adjacent to it is a good water-power, and traces of iron and copper.

The site of a new church has been selected in Abercorn.

A further sum of \$600 would be necessary to complete this road, which is verbalized.

ADAMSVILLE ROAD.

Superintendent :—GEORGE ADAMS.

Amount granted.....	\$200 00
Amount paid.....	200 00

This road begins at Adamsville, and runs in a north-westerly direction as far as the

division line between Granby and Farnham; it then follows the road opened along that line for a distance of 140 perches, and is then again directed towards the north-west as far as the Depôt of the Stanstead, Shefford and Chambly Railway at St. George, at which point it terminates.

It has been merely opened as a winter road over an extent of two miles, from the division line above mentioned to the St. George Depôt.

The soil along the road is generally good and well timbered.

The road when completed, will be the main route of communication between the eastern part of Durham and Farnham, and the most direct approach to the Railway. There is also much wild land in the vicinity of the road which will be settled upon when the road is finished.

A number of lots have been taken along the line of road, several by Canadians who have returned from the United States.

A sum of \$2000 would be required to complete the road, which is verbalized.

COUNTY OF BEAUHARNOIS.

PORTAGE ROAD.

Superintendent:—CYRILLE LEFEBVRE.

Amount granted.....	\$50 00
Amount paid.....	50 00

With this sum the works begun in 1862 have been continued, and two miles of road have been opened. It is now open throughout its whole extent—three miles—but one mile only has been completed.

NEW IRELAND ROAD.

Superintendent:—A. LÉRIGÉ-LAPLANTE.

Amount granted.....	\$300 00
Amount paid.....	300 00

Mr. Laplante has sent in no report.

BOUCHER DE LA BRUERE,

Acting Inspector of Agencies.

REPORT

ON THE

IMMIGRATION INTO CANADA,

FOR THE YEAR 1864.

REPORT OF MR. BUCHANAN, CHIEF EMIGRATION AGENT.

GOVERNMENT EMIGRATION OFFICE,
Quebec, 2nd January, 1865.

SIR,—I have the honor to submit to you, for the information of His Excellency the Governor General, my Report on the Immigration to Canada for the year 1864, to which the ordinary table and returns are appended.

Table No. 1, in the appendix, furnishes a synopsis of the season's immigration, and shows the number of arrivals at this port from the opening to the close of navigation, to have been 19,147, or 1,210 cabin and 17,937 steerage passengers, a decrease of 272 in comparison with the immigration of 1863. Their sexes may be thus given:—

	Cabin.	Steerage.	Total.
Male adults.....	734	7,836	8,570
Female adults.....	319	5,166	5,485
Children, male.....	77	2,062	2,139
do female.....	59	1,902	1,961
Infants.....	21	971	992
	1,210	17,937	19,147

The following is a comparative statement of the arrivals from each country in 1863 and 1864:

From whence.	1863.		1864.		Increase in 1864.	Decrease.
	Cabin.	Steerage.	Cabin.	Steerage.		
United Kingdom.....	1,305	13,920	1,154	10,540	.....	3,531
Germany.....	1	3,057	4	2,113	..	941
Norway and Sweden.....	1	1,112	52	5,162	4,101	.....
Other Countries.....	.....	23	.....	122	99	.....
	1,307	18,112	1,210	17,937	4,200	4,472
		1,307		1,210		
		19,419		19,147		

Which exhibits a falling off of 3,531 in the immigration from the United Kingdom, and an increase of 3,259 in that from foreign ports.

The number of vessels engaged in the conveyance of this immigration was 132, having a tonnage capacity of 115,702 tons; 88 of these were of the ordinary class of sailing ships, and the remaining 44 were steamers.

The steamers made average passages of 19½ days from London, 12½ days from Liverpool, 11½ from Londonderry, 19½ from Glasgow, and one steamer from Stockholm (having

put into Falmouth for repairs) was 30 days on the voyage. The sailing vessels averaged $40\frac{1}{2}$ days from ports in the United Kingdom, and $47\frac{1}{2}$ days from the Continent of Europe.

In separating the cabin from the steerage passengers, the following results appear :

	Number of vossels.	Cabin passengers.	Steerage passengers.	Total.
Liverpool and Londonderry Mail Steamers.....	29	955	6,725	7,680
Glasgow Steamers.....	10	163	2,742	2,905
London do	4	28	119	147
Stockholm Steamer.....	1	6	457	443
United Kingdom (sailing ships).....	52	8	954	962
Continent of Europe do	36	50	6,960	7,010
	132	1,210	17,937	19,147

So that out of the whole number from the United Kingdom, viz : 11,694,—10,732 passengers were carried by steamers.

Of the 52 sailing ships from Great Britain and Ireland, but five came within the regulations of the "Imperial Passenger Act," viz : two from England, and three from Ireland, bringing 588 passengers ; the remaining 47 vessels, with 374 souls, were what is termed "short ships," and exempt from legal supervision.

The number of sailing ships from continental ports was 36, carrying altogether 7,453 passengers : 10 came from Germany, 19 from Norway, three from Sweden, one from Belgium, one from France, one from Italy and one from Portugal.

Distinguishing the nationalities of the immigrants of the two seasons, they will appear thus :

	1863.	1864.
English.....	4,830	3,143
Irish.....	5,508	5,084
Scotch	3,949	2,320
Germans and Prussians.....	3,047	2,262
Norwegians, Swedes and Danes.....	1,416	5,525
Other Countries (including Colonists).....	669	813
	19,419	19,147

The origins of those brought out from various nations by the different steamers and sailing vessels, I have placed in the following tabular form :

	English.	Irish.	Scotch.	Germans and Prussians.	Norwegians, Other Swedes and Countries. Danes.	Total.	
Ocean Mail Steamers.....	2,673	3,854	164	163	230	593	7,677
Glasgow and other Steamers.	216	765	1,934	13	483	87	3,498
Sailing Ships, England.....	217	138	.....	20	.....	1	376
do Ireland.....	37	327	213	.....	.....	.....	577
do Scotland.....	.....	.....	9	.....	.....	.....	9
do Germany.....	.....	.....	.....	2,066	48	3	2,117
do Norway & Sweden.....	.....	.....	.....	.....	4,764	7	4,771
do Other Countries.....	.....	.....	.....	.....	.....	122	122
	3,143	5,084	2,320	2,262	5,525	813	19,147

I am pleased to be able to remark that the immigration of 1864 has been of an unusually healthy character. Among the immigrants from the United Kingdom but eight deaths occurred at sea, and two in Quarantine ; and among the passengers from Foreign Ports, there were 67 deaths at sea, and seven in Quarantine. It will be observed that the mortality at sea, among the foreign immigrants, has not averaged more than 0.63 per cent., a percentage much less than that of any former year. This marked improvement is, in a great measure, attributable to the gradual adoption by foreign shipowners, of better arrangements for securing the health and comfort, of their passengers.

Table No. 2 in the Appendix, presents a comparison of the passengers from each port and country, during the seasons of 1863 and 1864, and shows, that the emigration from England was confined almost exclusively to the Ports of Liverpool, London, and Plymouth. In Ireland, is proceeded chief chiefly from Londonderry, and in Scotland from the Port of Glasgow.

The German emigration was, as usual, restricted to the Ports of Bremen, and Hamburg; whilst the Norwegian and Swedish emigration spread over a broader surface, and came from 13 different places.

Table No. 3, furnishes a return of the trades and callings of the Steerage Male adults whether of British or foreign origin. The total number of males landed at this port was 7,836, and their occupations may be thus generalized:

	British.	Foreign.	Total.
Farmers.....	1,390	1,518	2,908
Laborers.....	2,304	658	2,962
Mechanics, Tradesmen, &c.....	1,225	653	1,878
Professional men.....	4	2	6
Servants (domestic).....	.....	4	4
Clerks, Accountants, &c.....	64	14	78
	<u>4,987</u>	<u>2,849</u>	<u>7,836</u>

I now proceed to give a condensed statement of the number of persons aided in their emigration to this country, by private individuals, charitable societies, and public institutions, together with particulars of the amounts remitted to me, for their use, upon landing.

By whom assisted.	From England.	Ireland.	Scotland.	Amount sterling remitted for their use on landing.		
				£.	s.	d.
By private individuals.....	9	3	128	13	10	0
“ Unions and Refuges.....	26	102	.....	63	0	0
“ Reformatories.....	29	9	6	18	18	0
“ Emigration Committees.....	.....	.....	557	400	0	0
Glasgow Handloom Weavers, } Paisley, Hebrides and others }	.....	.....	122	.....	.....	.....
	<u>64</u>	<u>114</u>	<u>813</u>	<u>£495</u>	<u>8</u>	<u>0</u>

This shows, that, contrary to all expectations, a very small pauper emigration has taken place from England, during the year; but nine persons were assisted by private means, twenty-six by various unions, and twenty-nine boys came from nine different reformatories.

Amongst the number from Ireland were 102 (chiefly females) sent out by the Ballymahon, Cavan, Mullingar, Ballynacarrrett, Edenderry and Limerick Unions, nine by reformatories, and three by private individuals. The union girls appeared to be of a better class than usual, and were at once satisfactorily disposed of.

From Scotland, 103 families, numbering 557 souls, were emigrated by the Glasgow Handloom Weavers' Emigration Society; 128, by private individuals; 65, by the "Hebrides Emigration Committee;" 57, by the Paisley Weavers' Emigration Fund and six by the Glasgow Reformatory. These people were nearly all despatched to the Scotch settlements in the upper section of the Province, and dispersed throughout the Counties of Haron, Bruce, Elgin, Kincardine, etc., etc., where but little difficulty was found in obtaining employment for them. Satisfactory accounts of their progress, have from time to time, reached me; and I had lately, when on an official tour of inspection throughout the Province, an opportunity of visiting the districts where they are settled, and saw many evidences of their success.

Table No. 4 contains particulars of the number of immigrants arrived at the Port of Quebec since the year 1829, up to the present time, forming a grand total of 1,013,410 souls, or a yearly average of a little over 28,150.

I now beg to submit, a condensed statement of the transactions of the several inland agencies, for the past season, compiled from the Reports of the following Agents: Mr. Daley at Montreal, Mr. Wills at Ottawa, Mr. Macpherson at Kingston, Mr. Donaldson at Toronto, and Mr. Rac at Hamilton, and which will be found in the appendix.

The results at the Montreal Agency may be thus summed up: No. of emigrants arrived at Montreal *via* the St. Lawrence: 6,574, viz. 242 English, 808 Irish, 658 Scotch, 1,900 Germans, 2,792 Norwegians, and 179 from other countries. No. *via* the States: 842, or 142 English, 352 Irish, 228 Scotch, 28 Germans, 11 Norwegians, 36 American citizens, and 184 from other countries; total 7,416, 2,499 of whom remained in Canada and 4,917 proceeded to the States. No. of persons who applied for and received assistance from the Agent: 959, equal to 727½ adults. of this number 282 were male adults, 237 female adults, 317 children, and 73 infants. Mr. Daley says that the emigrants of the season, as far as regarded their condition and general appearance, compared favorably with those of any former year. He estimates the amount of capital brought into his district to have been between £14,000 and £16,000, and was successful in finding employment for 462 applicants. The demand for labor, of all descriptions, is stated to have been both large and continuous, throughout the year, and the supply proved altogether inadequate to the requirements of the community. The rapidly increasing growth of the city of Montreal in population, commerce, and manufacture, renders it one of the best fields in the Province, for the artizan and skilled mechanic.

The Report of Mr. Wills, the Ottawa Agent, contains the following particulars: No. of arrivals at his Agency during the season, 1,295, composed of 577 male adults, 287 female adults, and 431 children. Of these, 173 were natives of England, 258 of Ireland, 176 of Scotland, 412 of Germany, 65 of Sweden and Denmark, and 211 of American cities. They were thus disposed off: 413 remained in the City of Ottawa, 254 went to the County of Carleton, 104 to the County of Ottawa, 226 to the County of Renfrew, 87 to the County of Russell, 26 to the County of Pontiac, 46 to the County of Lanark, 26 to the County of Grenville, 53 to Canada West, and 60 to the United States. Of this number 428 received assistance from the Agent at an average cost of \$1.29 per adult.

Besides the European immigrants, Mr. Wills estimates that at least 2,500 of the working classes must have come into the City from other parts of Canada, and the States, and it is satisfactory to find, that he experienced no difficulty in finding employment for them all.

Mr. Wills views with regret the decline, gradually taking place, of immigration to the German settlements on the Ottawa. He feels much interest in the progress of these settlements, and attempts to explain the cause of their apparent failure: He maintains that the subject is one of great importance to the Province, and well worthy of official investigation.

The Agent alludes to the many instances, which have come to his knowledge, of obstacles thrown in the way of emigrants landing at New York, but bound for Canada, by the American authorities, and he considers that many valuable immigrants are yearly lost to the Province through the want of some official Agent of the Canadian Government there, to whom they could apply, in case of need, for advice or protection.

The demand for all classes of labor, especially for female servants, has been large and continuous throughout the season, and Mr. Wills is of opinion, that the labor prospects of the ensuing season, are likely to be more than ordinarily favorable while his section of the country, offers strong inducements to capitalists generally.

Mr. Macpherson, the Agent at Kingston, reports the number of European immigrants arrived at his Agency during the season as considerably less than that of 1863—being but 448 against 1,040, while the arrivals from the States were 3,693 or an excess of 500 over those of last year.

The cash capital brought into his district, by European immigrants, is estimated to have been about \$13,040 and according to the Custom House returns (from entries made at different ports) the value of the effects of American citizens reached the sum of \$90,304.

The number of persons to whom the Agent afforded temporary relief, in transport and food, was 234, equal to 187 adults, at an average cost of 92 cents per head.

The Glasgow Handloom Weavers, and a few of the Skye immigrants, who arrived at his Agency, were all satisfactorily disposed of, and from late accounts, they appear to be doing well.

Mr. Macpherson alludes at some length to the steady progress of manufacture and the successful employment of capital in most of the townships included in the district under his charge. The details he has collected are sufficiently interesting and I have no doubt, from the careful manner in which Mr. Macpherson generally prepares his statements, that full dependence may be placed upon their accuracy. He again draws my attention to the bad condition of a certain portion of the Frontenac Road, and suggests improvements it would be desirable to take under consideration. He visited the settlements on the Free Grant Roads, very recently, and speaks favorably of the advanced state in which he found them.

As regard labor prospects for the forthcoming season, he believes he will be able to find employment in his section of the Province for at least 1,000 male laborers, and 500 female servants. During the past season the demand for both these classes of emigrant far exceeded the supply.

The Toronto Agent, Mr. Donaldson, states that 7,363 immigrants reached his Agency during the year; 6,996 came *via* the St. Lawrence, and 367 having landed at New York arrived by way of Suspension Bridge.

Of these people, 4,456 remained in the Province and 2,907 went to the Western States.

The seasons immigration is described as having been of a very satisfactory character in point of health and general appearance, numbers came out to join friends and relations already settled in various parts of the country, and employment was easily procured for all in search of it.

The amount of capital brought into his district is estimated by the Agent at between \$30,000 or \$40,000, though from the reluctance generally evinced by immigrants to answer questions addressed to them upon the subject, it is difficult to arrive at any precise conclusion.

Mr. Donaldson alludes to the interest taken by agriculturalists in Canada West in the cultivation of flax and tobacco, and cites important instances of their progress in manufacture. He is afraid that owing to the high rates of wages at present obtainable in the States, the failure of the wheat crop in most of the front townships of his district, and other causes, the labor prospects for the ensuing season will not be of the most encouraging nature.

The following particulars are gathered from the Report of Mr. Rae, the Hamilton Agent:—

Number of arrivals at his Agency *via* the St. Lawrence, 1,325, viz: 374 English, 184 Irish, 639 Scotch, 125 Germans, and 3 Danes. Number *via* the States, 21,502, composed of 2,194 English, 3,105 Irish, 233 Scotch, 7,375 Germans, 8,475 American citizens, 84 French, 12 Danes, and 24 Welsh.

The total number of immigrants therefore arrived at Hamilton during the season was 22,827; 12,591 of whom are ascertained to have stayed in Canada, and 10,236 to have proceeded to the States. The number of residents in the Province who passed through to the States is reckoned to have been about 5,567—4,640 having gone to Buffalo, 260 to the Mines of Lake Superior and 661 to Kansas and St. Paul.

The number of indigent emigrants who received relief from the Agent was 463; viz: 25 English, 66 Irish, 301 Scotch and 71 Germans, being equal to 304 adults, at an average cost of a little over \$1.14 per adult.

As the result of personal enquiry Mr. Rae estimates the capital brought into Canada by the immigrants of the season at \$102,600 although this sum, from the difficulty of eliciting correct information on the point, must fall far short of the capital actually introduced.

It appears that the Paisley and Glasgow weavers sent to his Agency were all satisfactorily disposed of; and from what the Agent says, are likely to make tolerable settlers. He speaks of the Limerick Union Girls as having been of a better class than usually received from institutions of a similar character, and he has upon the whole found situations for 150 persons of both sexes in the course of the year.

The demand for skilled farm laborers, mechanics and female servants still continues large; but the prolongation of the war in the States, and the consequent influx of people avoiding the draft, who work for almost nominal wages, seriously impair the chances of

the legitimate European immigrant and must necessarily affect the labor prospects of the coming season.

Mr. Rae's Report is drawn up with much care, and is moreover accompanied by several useful returns; amongst others, one containing a description of all the manufactories in operation in his district, to which I would beg to call your attention.

With respect to the Foreign Immigration of 1864, according to the Report of Mr. Jorgensen, Foreign Interpreter to the Department, there were 5,525 Norwegian and Swedish emigrants landed at Quebec this year against 1,416 in 1863. The head money collected at the Custom House upon them, amounted to \$5,233, and the sum spent by Government in free transport, is computed at \$4,343.90. In alluding to this large expenditure, Mr. Jorgensen regrets that so few of those who received assistance at our hands, stayed in the Province. He remarks, that nearly the whole of the immigration from Norway and Sweden, comes direct to Quebec, and with trifling exception, almost invariably finds its way to the Western States. This is in a great measure owing to the non-existence, in any part of Canada, of a Norwegian settlement, and to the absence of inducements at all comparable with those held out to the Norwegians elsewhere. During the past season (and the same thing has occurred for many years) numbers of Norwegians expressed a desire to settle amongst us, and were alone deterred from doing so by the uncertainty of obtaining employment.

Mr. Jorgensen suggests a system for securing and utilizing Norwegian immigration, similar in many respects to the one I have always advocated, and which I am still sanguine of seeing carried into practice.

As regards the immigration from Germany and Belgium, the numbers given are 2,379 against 3,047 in 1863. The amount of head money paid into the public chest was \$2,501, and 286 adults received assistance from the Department to reach the German settlements in Western Canada and on the Ottawa, at a cost of \$980.75, or an average of \$3.77 each.

Out of the Germans this year, 567 emigrated with the express intention of remaining in Canada, some of them were going to join friends already settled in various localities and others stated their intention of purchasing improved farms.

A very small proportion of the emigration from Germany comes by the St. Lawrence route, and Mr. Jorgensen is of opinion that more than 40,000 Germans must have gone direct to the States, this year.

The foreign immigration of 1864 has, upon the whole, been of a very favorable character. Comparatively few deaths occurred at sea, and but for the melancholy accident at Belcoil Bridge on the 29th of June, and the wreck of the Norwegian brig "Harmonie" off the Island of Anticosti, I should have had no casualties to record.

The following approximate estimate of the arrivals and distribution of immigrants within the Province, during the past year, is drawn up from the best sources of information I have had at command, and in referring to it, it must be borne in mind, that the increased facilities now afforded for internal transportation throughout the Province, render it more and more difficult to arrive at an accurate estimation of the numbers which reach the Province through the inland agencies, or of their ultimate destination. Any attempt to ascertain the final place of settlement of the immigration of the year, is always attended with difficulty, and a precise result cannot be produced by any extent of enquiry.

Landed at Quebec in 1864 (steerage passengers) arrived by route of	
United States	17,937
By Suspension Bridge, as per return of Hamilton Agent,	
21,502, of whom remained in Canada.....	11,266
By steamer from Oswego and Cape St. Vincent to Kingston,	
as per return of Kingston Agent.....	3,774
By Lake Champlain to Montreal, as per return of Montreal	
Agent.....	633
By steamer to Portland, from 1st January to 1st May.....	845
do do 9th Nov. to 31st December...	324

16,842

34,779

Of the arrivals at Quebec, the number that proceeded to the States is estimated at about.....	10,000
Remaining in Canada.....	<u>24,779</u>

Of these there seem to have settled :—

In Western Canada about.....	19,000
“ the Ottawa district “	1,300
“ Eastern Canada “	2,000
“ Lower Provinces “	50
Unaccounted for.....	<u>2,429</u>
	24,779

From the above statement, it will be seen that of the number of immigrants landed at this port, 7,937 remained as settlers in the Province, and 16,842 reached Canada *via* the United States.

The amount of emigrant tax collected during the year, was \$18,235, viz: \$18,222 at Quebec and \$13 at Montreal.

In submitting my usual statement of annual expenditure, I may remark, that in accordance with arrangements made by Official Letter of 13th October last, all payments connected with this branch of the service now pass through my hands, and I am therefore enabled, as sole Accountant of the Emigration Fund, to place before you a full digest of the expenditure out of the “Government Grant for emigration purposes,” for the year 1864 viz:—

Foreign Agencies.....	\$ 741 05
Quarantine establishment	5,119 09
Inspecting Physician at Quebec.....	2,430 00
Agency charges, rents, printing, &c.....	8,312 38
Emigration, in direct relief.....	13,722 34
Salary to Agent and staffs.....	<u>12,339 62</u>
	\$42,664 48

FOREIGN AGENCIES.

Amount disbursed by the Crown Lands Department for advertising in England	\$ 491 05
Amount disbursed by the Bureau of Agriculture.....	250 00
	<u>\$741 05</u>

QUARANTINE ESTABLISHMENT.

Pay list, including wintering party	\$3,723 00
Hospital supplies.....	277 04
Cartage.....	129 00
Steamboat service	418 00
Supplies, stationery, &c.....	90 36
Sundries.....	<u>36 23</u>
	\$4,673 33
Repairs to buildings in 1853.....	<u>445 46</u>
	\$5,119 09

INSPECTING PHYSICIAN.

Salary.....	\$1,600 00
Boat, &c	830 00
	<u>\$2,430 00</u>

PROVINCIAL AGENCIES.

The expenditure incurred at the Provincial Agencies for the year ending 31st Dec., 1864, has been as follows:—

Montreal.

Transport.....	\$1,571 65	
Provisions and medical aid.....	142 01	
Agency charges.....	468 52	
		<u>\$ 2,182 18</u>

Kingston.

Transport.....	\$ 124 04	
Provisions and medical aid.....	48 11	
Agency charges.....	257 58	
		<u>429 73</u>

Ottawa.

Transport.....	\$ 321 49	
Provisions and medical aid.....	250 62	
Agency charges.....	404 47	
		<u>976 58</u>

Hamilton.

Transport.....	\$ 273 22	
Provisions and medical aid.....	73 47	
Agency charges.....	178 59	
		<u>525 28</u>

Toronto.

Transport.....	\$ 931 48	
Provisions and medical aid.....	123 22	
Agency charges.....	927 99	
		<u>1,932 69</u>

Quebec.

Transport and provisions.....	\$9,863 03	
Agency charges.....	1,086 42	
Repairs to Old Custom House.....	180 00	
General expenditure (printing, etc.).....	4,008 81	
Retiring allowance to Mr. Hawke of Toronto.....	800 00	
		<u>15,938 26</u>

Total expenditure at Provincial Agencies..... \$22,034 72

Salaries to Agents and staffs..... \$12,339 62

NUMBER RELIEVED AT THE QUEBEC AGENCY.

The number of persons assisted with transport at the Quebec Agency was 3,001 souls, equal to 2,202 adults, viz:

Male Adults.....	841
Female do.....	853
Children.....	1,027
Infants.....	280
	<u>3,001 souls.</u>

ORIGINS.

Of this number there were:

English.....	136
Irish.....	591
Scotch.....	791
Germans.....	386
Norwegians, Danes and Swedes.....	1,086
Other nations.....	11
	<u>3,001</u> souls.

DESTINATIONS.

They were forwarded to—

Eastern Townships.....	Adults 60½
Montreal.....	371½
Ottawa.....	321½
Kingston and East of Toronto.....	14½
Toronto.....	207
Places West of Toronto.....	967
Eastern States.....	9½
Western States.....	103
Lower Provinces.....	9½
Great Britain.....	6
	<u>2,202</u>

At an average cost of \$4.48 each adult.

The following comparative statement of expenditure incurred in the direct relief of indigent immigrants, at the several Agencies, during the years 1863 and 1864, shows a decrease on the whole of \$4,818.58.

	1863.	1864.	Decrease.	Increase.
Montreal	\$ 2,136.41	\$ 1,713.66	\$ 422.75	.....
Kingston	329.07	172.15	156.92	.....
Ottawa.....	977.47	572.11	405.36	.....
Hamilton	217.63	346.69		\$129.06
Toronto.....	2,422.49	1,054.70	1,367.79	.....
Quebec.....	12,457.85	9,863.03	2,594.82	.....
	<u>\$18,540.92</u>	<u>\$13,722.34</u>	<u>\$4,947.64</u>	<u>\$129.06</u>
				129.06
			<u>\$4,818.58</u>	

GENERAL REMARKS.

Although the arrivals of the season were not in point of number equal to those of 1863, still, it must be admitted, that the year's immigration has afforded us a valuable addition to our wealth and population. The capital estimated by the Inland Agents to have been introduced into the Country, alone, amounted to \$255,000; and many instances of parties having purchased valuable properties, were reported to me. The same causes, however, which detracted from our immigration in 1863, existed, and have operated against us in 1864, even more largely than I anticipated; and the observations which I had then the honor of addressing to you, upon the efforts made by the United States to secure immigration, may be renewed with equal force upon the present occasion.

The success which in 1863 had been ascertained to attend the work of digging and washing the alluvion and drift of many of the branches of the Chaudière River, in the Eastern part of the Province, for the gold contained in them, led to the anticipation that in the following spring a very large number of miners would engage themselves in this

business; and indeed there was, early in the season, a very large influx of gold seekers into the district that had been previously worked, as well as throughout a further large extent of country offering encouraging indications of the precious metals. Before the time at which work in the valleys and beds of streams was practicable, gold had been found in appreciable quantity throughout all the tract adjoining on the north-east boundary of the Province, extending from Lake Memphraunagog, on the north-west, nearly to the St. Lawrence, on the north-east.

All the more accessible portion of this tract had been already granted to settlers by the Crown, and a further considerable extent was sold on the discoveries of gold being made, to applicants having monopoly in view. The regulations under which the Government proposed to convey to the miner a right of property in the precious metals were neither onerous nor inconvenient. But they fully protect the occupant of the land and the right of entry for the purpose of mining remains to be obtained by the miner only, under arrangement with the proprietor. The views of the latter class in regard to the value of the advantage allowed them and the damage to their land involved in the operation of examining and mining it for gold, seemed to the miners generally unreasonable, and with the exception of a comparatively small number, who under various circumstances commanded access to tracts known to contain valuable deposits, the experienced miners, and those even who had expended much time and labor in prospecting, left the neighborhood.

The number estimated as having visited the Chaudière district is not less than 2,500, although the number engaged in working, at any one period of the season, could not have exceeded 300 men.

It is not easy to ascertain the correct result of the operations carried through, since so many motives are found to influence the miners to conceal under some circumstances their success, under others, their failure. But the general conclusion is that most of the work applied with intelligence has been very well remunerated, although from the rate of wages paid to hired laborers at the diggings, not having exceeded the average of a dollar per diem, it can scarcely be inferred that very large returns were in any case realized.

The gold miner is of the class of skilled laborers, nor, without luck that is of rare occurrence, can inexperienced persons or such as have been unaccustomed to very hard work, hope for success in their attempts. The prospects connected with gold mining in Canada are therefore of less interest to the ordinary class of emigrants than to many in Europe who, with Californian or Australian experience, may contemplate a re-engagement in their former occupation.

Many wealthy corporations have been formed with the object of working the gold deposits as well as for other mining operations, and it is to be hoped that the judicious application of their capital to the construction of such large works as are necessary to enable the individual miner properly to apply his work, will result in re-introducing a large population who, reasonably encouraged, must prove a source of great wealth to the country.

In making allusion to the results of the past season's immigration which may, in a general sense, be accepted as satisfactory, I would beg to remark that employment was readily found at fair wages for all who reached our shores. It will be gathered from the Reports of the Inland Agents, and the applications at this Agency confirm the fact, that the demand for labor of every description, but more particularly for the skilled farm laborer and the female domestic servant, has been much in excess of the supply. In the earlier part of the year, in obedience to your instructions, the Agents visited the several districts committed to their charge, with a view of ascertaining by personal enquiry the number and description of farm laborers, female servants, and mechanics, likely to be required during the season of 1864; and the following statement of the wants of the Province is compiled from the reports made by them on their return.

6,161 Farm Laborers,
 2,892 Female Servants,
 1,115 Boys over 13 years of age,
 831 Mechanics of various sorts.

10,999

But although we have not been able fully to meet this demand, it is, at any rate, gratifying to me to be enabled to state that when on a recent tour of official inspection throughout the Province, I took occasion to visit the Scotch, German, and other settlements, in various parts of the Western section of the Province, I beheld everywhere signs of material progress and prosperity, and no instance of distress having occurred among any of the immigrants of 1864 was brought under my notice.

The establishment of a Norwegian settlement within the Province has appeared to me, for several years past, much to be desired. An opportunity having lately presented itself of bringing the subject under the consideration of the Canada Land and Emigration Company, by whom it has been favorably entertained, preliminary steps are now about being taken, which may perhaps enable me, during the ensuing season, to offer the Norwegian immigrant strong inducements to make a home in Canada.

The prospects of the approaching season are not, owing to the disturbed state of affairs on this continent, of the encouraging nature I could desire. Canada, besides, remains totally unrepresented in the United Kingdom and abroad. The exertions of other colonies to obtain a portion of Great Britain's redundant population, pursued as they are with remarkable activity, together with the exaggerated inducements held out by Agents from the States, who abound in every part of the Kingdom, leave us but a slender chance of attraction. I have so often, in former Reports, alluded to this subject that it might be considered superfluous were I to do so again. I can only say, however, that if the Province is desirous of securing a sound, healthy, loyal immigration, the sooner an effort is made to attain that end the better.

The whole of which is respectfully submitted.

I have the honor to be, sir,

Your obedient servant,

A. C. BUCHANAN,

Chief Agent.

TABLE No. 1.

RETURN of the number of Emigrants embarked for Canada, with the number of Births and Deaths during the voyage and in Quarantine, the total number landed at Quebec and Montreal, distinguishing Males from Females and Adults from Children, with the number of Souls from each Country; also the number of Vessels arrived, their tonnage and average length of passage, during the Season of 1864.

Whence.	Class.	Number of Vessels.	Average Number of Days on Passage.	Tonnage.	Number Embarked.						Births.		Total Number of Souls on Board.	Deaths on Passage.								
					Cabin Passengers.		Adults.		Children from 1 to 12 years.		Infants.			Total Steerage.	M.	F.	M.	F.	Adults.	Children.	Infants.	Total.
						M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.			
England.	{ Steamers.....	33	13	45201	798	2059	933	341	302	203	3838	3	1	2	.....	1	.....	.....	.....	3	
	{ Sailing Vessels.....	32	42	24871	8	182	110	36	39	21	368	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ireland	{ Steamers.....	.....	.....	.....	186	1452	1011	280	183	129	3005	.....	.....	1	.....	.....	.....	.....	.....	.....	1
	{ Sailing Vessels.....	13	43	9745	.....	197	124	109	105	42	577	2	2	.....	1	1	1	.....	.....	.....	4
Scotland	{ Steamers.....	10	20	10925	163	1110	818	355	318	141	2742	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
	{ Sailing Vessels.....	7	36	5159	9	9
Germany	do	10	45	5620	4	816	608	301	274	123	2122	9	6	2	1	7	4	9	.....	.....	23
Norway and Sweden.	do	23	47	12003	52	1984	1538	708	690	271	5191	11	9	1	2	20	17	3	.....	.....	43
Other Countries.....	do	4	50	2178	55	29	15	15	9	123	1	1
Totals.....		132	.....	115702	1211	7844	5171	2095	1926	939	17975	27	18	6	4	30	22	13	.....	.....	75

Whence.	Class.	Deaths in Quarantine.						Total Deaths.	Total landed in the Colony.						Grand Total landed in the Colony.		
		Adults.		Children.		Total.	Infants.		Adults.		Children.		Totals.			Total Steerage.	Cabin Passengers.
		M.	F.	M.	F.				M.	F.	M.	F.					
England	Steamers						3	2057	323	340	302	2397	1235	207	3839	798	4637
								162	110	36	39	108	149	21	368	8	376
Ireland	Sailing Vessels						1	1452	1011	280	183	1682	1194	129	3005	186	3190
							4	197	123	108	104	305	227	45	577		577
Scotland	Steamers			1	1	2	2	1110	818	354	317	1464	1135	143	2742	163	2905
								9				9			9		9
Germany	Sailing Vessels						1	814	606	294	270	1108	876	129	2113	4	2117
							6	1930	1638	688	672	2666	2208	238	5162	52	5214
Norway and Sweden	do						1	55	29	14	15	60	44	9	122		122
Other Countries	do																
	Totals	3	1	8	2	9	84	7836	5166	2662	1902	9893	7068	971	17937	1210	19147

CLASSIFICATION OF CABIN PASSENGERS.

Males	734
Females	319
Children	157
Total	1210

A. C. BUCHANAN,
Chief Agent.

GOVERNMENT IMMIGRATION OFFICE,
Quebec, 31st December, 1864.

TABLE No. 2.

ABSTRACT statement of the number of Emigrants landed in the Province, distinguishing the Countries and Ports from whence they sailed, during the seasons of 1863 and 1864.

ENGLAND AND WALES.		1863.	1864.	GERMANY.		1863.	1864.
Appledore.....		5		Bremen.....		410	486
Barnstaple.....		11		Hamburg.....		2648	1631
Bristol.....		19					
Cardiff.....		6	2			3058	2117
Carlisle.....		1		NORWAY AND SWEDEN.			
Fleetwood.....		4		Arendal.....		9	
Fowey.....		12	5	Bergen.....		384	1908
Hull.....		14		Christiania.....		294	509
Liverpool.....		6070	4707	Drammen.....			144
London.....		18	152	Farsund.....		6	
Newport.....		16	2	Gothenburg.....		126	772
Penzance.....			1	Kragæroe.....			11
Plymouth.....		146	144	Laurvig.....		25	
		6317	5013	Oster-Rusoer.....		12	
IRELAND.				Porsgrund.....		191	460
Belfast.....		147	5	Stavanger.....		66	410
Cork.....		719	1	Stockholm.....			443
Dublin.....		3	5	Tromsøe.....			557
Limerick.....		186	105			1113	5214
Londonderry.....		3836	3595	OTHER COUNTRIES.			
New-Ross.....			14	Alicante.....		1	
Newry.....		3		Antwerp.....			117
Waterford.....		10	30	Bordeaux.....		1	3
Wexford.....		41		Carthage.....		1	
Youghal.....		4	12	Gibraltar.....		8	
		4949	3767	Naples.....			1
SCOTLAND.				New Orleans.....		10	
Aberdeen.....			1	Oporto.....			1
Ardrossan.....			1	Sydney (Nova Scotia).....		2	
Glasgow.....		3955	2907			23	122
Greenock.....		4	4				
Leith.....			1				
		3959	2914				

RECAPITULATION.

	1863.	1864.
England and Wales.....	6317	5013
Ireland.....	4949	3767
Scotland.....	3959	2914
Germany.....	3058	2117
Norway and Sweden.....	1113	5214
Other Countries.....	23	122
Total.....	19419	19147

A. C. BUCHANAN,
Chief Agent.

TABLE No. 3.

Return of the Trades and Callings of the Male Immigrants of 1864.

	British.	Foreign.		British.	Foreign.
			<i>Brought forward.....</i>	1721	1670
Architects.....	1		Grocers.....	12	
Artists.....		3	Grooms.....	8	
Bakers.....	12	13	Hairdressers.....	1	
Barbers.....		3	Hatters.....	1	1
Basket Makers.....		1	Ironmongers.....	3	
Blacksmiths.....	10		Laborers.....	2304	658
Blockmakers.....		1	Land Stewards.....	1	3
Bookbinders.....	1	2	Land Surveyors.....	1	2
Brass Founders.....	1		Lawyers.....	1	
Braziers.....		2	Leather Salesmen.....	2	
Brewers.....	1	3	Lithographers.....	1	
Bricklayers.....		2	Locksmiths.....		7
Brickmakers.....		1	Machinists.....	3	17
Brushmakers.....		1	Maltsters.....	2	
Builders.....	1		Manufacturers.....		2
Butchers.....	4	5	Mariners.....	24	40
Carpenters and Joiners.....	94	66	Masons.....	8	13
Carriers.....	2		Methodist Preachers.....	2	
Carters and Cab Drivers.....	4	1	Millers.....	2	11
Cartwrights.....		7	Millrights.....		3
Carvers and Gilders.....	5		Miners.....	195	25
Chandlers.....	1		Missionaries.....	1	2
Cigar Makers.....		2	Moulders and Foundrymen.....	3	1
Clerks and Accountants.....	64	14	Musicians.....		4
Cloth Lappers.....	2		Musical Instrument Makers.....		2
Coach Makers.....		1	Navvies.....		1
Coachmen.....	3	1	Painters and Glaziers.....	18	8
Colliers.....	4		Paper Makers.....	4	
Commercial Travellers.....	7	1	Pedlars.....		2
Confectioners.....	2		Ploughmen.....	3	
Contractors.....	3		Plumbers.....	2	9
Coopers.....	7	8	Police-men.....	3	
Copersmiths.....		1	Porters.....	5	
Cork Cutters.....	1		Post Boys.....	1	
Cotton yarn Dressers.....	2		Postmen.....	1	
Carriers.....	1		Potters.....	1	
Cutlers.....	1		Printers.....	12	2
Doctors.....	1		Puddlers.....	1	
Drainlayers.....		1	Ropemakers.....		1
Drapers.....	5		Rulers.....	1	
Dyers.....	3	2	Saddlers and Harness Makers.....	3	4
Engineers.....	20		Sailmakers.....		1
Engine Fitters.....	1		Salesmen.....	1	3
Engravers.....	1	2	Sawyers.....	1	
Factory Operatives.....	42		Schoolmasters.....		3
Farmers.....	1390	1518	Seeds-men.....	1	
Farriers.....		1	Servants (domestic).....		4
Fiddlers.....	1		Shepherds.....	4	
Firemen.....	2		Shipmasters.....		1
Fishermen.....	6		Shipwrights.....	3	
Fleshers.....	1		Shoemakers.....	18	52
Furriers.....		2	Shopkeepers.....	9	
Gardeners.....	6	3	Skinners.....	1	
Gipsies.....	5		Slaters.....	2	
Gloves and Hosiers.....	2		Smiths.....	8	43
Goldsmiths.....		2	Soldiers.....	15	2
Grainers.....	1		Spinners.....	1	
<i>Carried forward.....</i>	1721	1670	<i>Carried forward.....</i>	4415	2897

RETURN of the Trades and Callings of the Male Immigrants of 1864.—Continued.

	British.	Foreign.		British.	Foreign.
<i>Brought forward</i>	4415	2597	<i>Brought forward</i>	4455	2671
Stationers	2		Turners		1
Stone Cutters.....	3	2	Umbrella Makers		2
Storemen.....	2		Veterinary Surgeons.....	1	
Students.....	2	1	Warehousemen	3	
Tailors.....	13	38	Watch and Clockmakers.....	2	2
Tanners.....		9	Weavers (Handloom, &c.)	342	2
Tenters.....	1		Wheelwrights	1	
Tinmen		2	Working Jewellers.....	1	
Tinsmiths.....	5	6	Mechanics not specified.....	182	168
Traders	12	15	No stated occupation.....		3
Trappers		1			
<i>Carried forward</i>	4455	2671	<i>Total</i>	4987	2849

A. C. BUCHANAN,
Chief Agent.

GOVERNMENT IMMIGRATION OFFICE,
Quebec, 31st December, 1864.

TABLE N. 4.

COMPARATIVE STATEMENT of the number of Emigrants arrived at the Port of Quebec since the year 1829 to 1864 inclusive.

Country.	1829 to 1833.	1834 to 1838.	1839 to 1843.	1844 to 1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.
England and Wales...	49386	28561	30791	60458	8980	9887	9977	9276	9585	18175	6754	10353	15471	6441	4846	6481	7780	6877	6317	5013
Ireland	102266	64904	74981	112192	23126	17976	23381	15983	14417	16165	4106	1688	2016	1153	417	376	413	4545	4949	3767
Scotland	20143	11061	16311	12767	4984	2879	7042	8477	4745	6446	4859	2794	3218	1424	793	979	1112	2970	3959	2914
Continent of Europe...	15	485	.....	9728	436	849	870	7256	7456	11537	4864	7343	11368	3578	2722	2314	10618	7728	4182	7453
Lower & other Ports...	1889	1346	1777	1219	968	701	1106	1184	496	857	691	261	24	214	.....	.....	.....	47	12	.....
	167699	96357	123860	196364	38494	32292	41076	39176	36699	53180	21274	22439	32097	12810	8778	10150	19923	22176	19419	19747

Grand total.....1,013,410.

GOVERNMENT IMMIGRATION OFFICE,
Quebec, December 31st, 1864.

A. C. BUCHANAN,
Chief Agent.

 REPORT OF MR. A. JORGENSEN, ON FOREIGN IMMIGRATION.

 GOVERNMENT IMMIGRATION OFFICE,
 Quebec, 14th December, 1864.

 A. C. BUCHANAN, Esq.,
 Chief Agent, Quebec.

SIR,—I have the honor to transmit herewith returns of the Foreign Immigration for the past season, shewing the arrival at this port of:

5,207	Norwegians and Swedes,	in 23 vessels,	from direct ports.
318	do.	by steamships and sailing vessels	from indirect ports.

5,525	this year against 1,416	in 1863.
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2,183	Germans, Belgians, &c.,	in 11 vessels,	from direct ports.
196	do.	by steamships and sailing vessels,	from indirect ports.

2,379	this year against 30,47	in 1863
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789½	Adults	Norwegians, &c.,	were assisted with free passages to the	
		Interior, at a cost of		\$4,343.90
286	do.	Germans, &c.	do do	980.75
875½	Adults.		Total cost.....	\$5,324.65

The Headmoney collected amounted to:

By Vessels from Norway and Sweden	\$5,233
By Vessels from Germany, &c.....	2,301
Total	\$7,534

As to the class and general appearance of the immigrants of this season, I consider them about equal to those of previous years. The predominating class was of course farmers, with limited means, whose destinations were chiefly the Western States.

The vessels which brought the immigrants were in no instance overcrowded, and no complaints were made.

The state of health of the passengers during the voyages seems to have been very good; comparatively few deaths occurred, and then, mostly among the smaller children.

A system was adopted this year, requiring poor immigrants who wished to obtain free passages to their destinations, in the Western States, where their friends resided, to leave their luggage as security for the repayment of the assistance given, amounting to \$544.50, for 18 families; but I regret to say that, of the Norwegians, not one pledge has as yet been redeemed, and of the Germans, only one amounting to \$35. This system has been in operation at New York for some time, and has there worked very successfully, but I fear that the value of luggage belonging to the poor Norwegians arriving here, is so small that they care very little about redeeming it.

The amount of assistance granted to the Norwegians and Swedes is very large, but although the system is both expensive to the Government, and detrimental to the settlement of the country, still it cannot be averted, unless work can immediately be procured for the poor on their arrival. The expense of lodging and feeding these people for an indefinite period would be far greater than to pay for their transport through the country.

The recklessness with which persons without means emigrate from the continent of Europe is mainly caused by the knowledge that this Department renders assistance to them in case of need, and I am aware that shipmasters have assured these people that if they can only procure the necessary passage-money across the Atlantic, then they need not fear being left unassisted at Quebec.

Unless a decided step is taken to prevent or lessen this evil, I have no doubt that it will occur again in future. I would advise that the law be amended, so as to make the

owners and masters of vessels liable for any outlay the Department may have on account of the poor portion of their passengers, and that circulars to this effect be forwarded to all persons on the Continent interested in the Emigration Forwarding Business.

If the persons assisted would settle in Canada, this expenditure would be very judicious, but I have reason to believe that, although it would appear from the Returns as if a considerable number had remained here, the greatest portion of the Norwegians, who received free passages to places within the Province, have ere this found their way to the Western States. Some of the immigrants who were landed at Grosse Isle, remained there sick a very long time, and it was found on their arrival that they were destitute of means, and not being in a position yet to earn their livelihood, they were furnished with free passages direct to their destinations in the West.

The expenditure incurred on account of the Germans was much less. I found on inspecting the ships, that 567 had immigrated with the intention of settling in Canada, some of whom were going to friends, and others stated their intention of purchasing property. Of the 286 persons who received assistance, at an average cost of \$3.77 each, the greatest portion were sent to the German settlements, on the Ottawa and in Western Canada, for employment. Very few persons, either with or without means, emigrate from Norway and Sweden without having the fixed destination of the Western States before them. The inducements held out to them by families and friends there, have in no way been counteracted by any advantages held out by Canada, either in the shape of certainty of immediate work on their arrival, nor is there a nucleus settlement, where the strangers might find people speaking their own language and where they are assured and protected by the presence of some countryman of standing and influence. Unless something in this way is done either by the Government or by private companies, it is perfectly useless to endeavor to retain here the Norwegian and Swedish immigrants; and on the other hand, I think that such efforts would be crowned with success, as I have met with a very large number of immigrants from Norway and Sweden this year, who have expressed their wish to remain in Canada, but who have been deterred from doing so on account of the uncertainty of procuring work and the non-existence of any settlement where they could remain together.

Nearly the whole of the emigration from Norway and Sweden comes to Quebec, but only a very small portion indeed of the emigration from Germany takes advantage of the splendid route *via* the St. Lawrence. More than 40,000 people must have emigrated from Germany to the States this year. Even if we could not induce any more to remain in the Province than we do at present, still something ought to be done to obtain a larger proportion this way.

With regard to the particular features of this year's immigration, I may mention the fatal accident at the Belcell Bridge, on the Grand Trunk Railway, on the morning of the 29th June, when the train, with some 467 passengers by the *Neckar*, from Hamburg, was precipitated into the Richelieu River, causing the loss of 88 lives, and by which all the other passengers were more or less bruised and contused. This accident might have caused the loss of confidence in the St. Lawrence Route with the German immigrants, had not the authorities of the Railway compensated the sufferers in the liberal manner they did, and had not the Government taken steps to protect the interests of these poor immigrants, who have since, through the German press in Upper Canada, expressed their gratitude.

By your own instructions I placed my services at the disposal of the Montreal Agent, Mr. Daley, who was appointed by the Honorable the Minister of Agriculture to watch the proceedings, and by whom he was directed to send his Report to the Bureau. I remained at Montreal nearly six weeks.

Another accident, but of a far less serious nature, happened to the Norwegian bark *Harmonie*, with 173 Swedish passengers from Gothenburg, which went ashore at Anticosti, 10 miles from the South West Point Lighthouse. The vessel was got off, but the Captain deemed it prudent to leave his passengers on the island instead of risking them on board his leaky vessel, on the arrival of which, I proceeded on board the steamer *Queen Victoria* to render assistance to the immigrants and to bring them to Quebec. The accident to the vessel had happened on the 31st July, and it was only on the 15th August that the passengers were taken on board the steamer.

We arrived off the island on the 14th (having left Quebec on the day previous), but the weather being too bad and the sea running too high, it was found impossible to attempt the embarkation, and we anchored for the night in the Gamache Bay, some 30 miles from where the immigrants were supposed to be.

On our arrival there, the next morning, I went ashore to make enquiries of the passengers as to their condition and to superintend their embarkation. After some little delay, owing to the roughness of the sea, this was concluded by 11 o'clock in the evening, when the steamer immediately proceeded to Quebec.

I found that, with regard to the accident and their subsequent landing on the island, the passengers had no complaints whatever to make, on the contrary, they expressed their gratitude to the Master of the *Harmonie*, who, as it was not their wish to proceed in the leaky vessel, had furnished them with sails and spars to make tents, and all the provisions he could spare, as well as with his largest boat, with which they had made two successful trips to the lighthouse, where they had obtained some additions to their stock of provisions. Except from the myriads of flies, whose sting drew the blood from their faces and hands and caused great swellings, they had suffered no inconvenience or hardship.

The expense of the expedition of the steamer was entirely defrayed by the owners of the *Harmonie*.

The last occurrence of any moment was the arrival from Stockholm of the steamship *Ernest Merck*, with 447 passengers. The largest portion of these were bound for the Lake Superior Mines, in accordance with a contract entered into at Stockholm and which seemed fair and reasonable enough. I have since learned that, notwithstanding the endeavors of their employers, nearly the whole of the immigrants enlisted in the Federal service, receiving large bounties.

Another portion of the passengers by this vessel were bound to Portland under contracts with a certain "Foreign Emigration Association of Maine." As however the nature and terms of these contracts seemed to be at variance with every idea of justice, and as it was fully believed that these emigrants had been brought across the Atlantic for the purpose of being compelled to enter the Federal service, they were advised that the contracts were null and void in this country, and that nobody could compel them to proceed to Portland against their own wishes.

The Master of the *Ernest Merck*, having a contract with certain parties to convey and land these passengers at Portland, was anxious to fulfil his obligations and would have forbidden them to land here, had not the Consul for Norway and Sweden informed him that he could not retain the passengers against their will. Upon enquiring on board, it was found that 65 young men, all artisans and mechanics, were willing to remain in Canada, and after their being landed at Point Levy, I proceeded with them to Montreal, where 45 of them obtained employment at their various trades, and the remainder were sent to Kingston and Ottawa, where they were sure of finding employment.

Seventy more of the emigrants by this vessel landed here and proceeded westward.

I have the honor to be, sir,

Your obedient servant,

A. JORGENSEN.

REPORT OF MR. J. H. DALEY, EMIGRATION AGENT AT MONTREAL.

MONTREAL EMIGRATION AGENCY,
December 31st, 1864.A. C. BUCHANAN, Esq.,
H.M. Chief Emigration Agent, Quebec.

SIR,—I have the honor to lay before you the following facts relative to the immigration of the past year at the Port of Montreal, together with such observations and suggestions as have occurred to me as likely to be useful to the immigrant himself as well as to those whose duty it is to advise and assist him on his first great journey across the Atlantic, or subsequently on his often long and expensive inland transportation to his ultimate destination in this Province.

Indigent Immigrants and Demand for Labor.

The number of this class, who applied to me for assistance during the past year, was 959 souls, equal to 727½ adults against 1,212 souls, equal to 913½ adults the preceding year, being a decrease of 253 souls, equal to 186 adults for 1864. Of this number, 282 were male adults, 287 female adults, 317 children and 73 infants; total, 959: in all, 737½ adults; of these, 328 were Scotch, 216 Irish, 179 English, 236 Germans, Danes, Scandinavians, &c.,—total, 959. These people were forwarded to different points in Canada, where many had friends who had preceded them some time before, and would, no doubt, be of great assistance to them on their arrival at their destinations. The number of applications for domestic servants, both male and female, greatly exceeds last year, and I regret to say, that I was unable to supply anything like the demand that was sought for. The number of immigrants provided with places from the Agency during the present year was 462 males and females, against 704 for the corresponding period of 1863; being a decrease of 242. The farm-laborer was as usual in great demand, as well as female house-servants. Gardeners, in the spring of the year, were much asked for, stone-cutters also; in fact, mechanics of all descriptions readily found employment during the last season in this City, and at remunerative prices. This is not much to be wondered at, when we find that not less than 1,019 houses have been build during the year 1864, 900 of which rent for sums ranging from \$300 to \$600 per annum. This information I have obtained from most authentic sources. I am also credibly informed that these houses are no sooner finished than they are occupied.

Montreal, from geographical, commercial and central position, and also its resources for manufactories, which it obtains from the great water-power, extending from the Canal Basin to Lachine, a distance of nine miles—a water-power second to none upon this continent, and which is available for every manufacturing purpose, and where there are already no less than 39 extensive mills and manufactories in constant operation, will always absorb large numbers of skilled mechanics and laborers, &c. Montreal also possesses many boot, shoe, india-rubber, tobacco and other factories, in its vicinity not less than ten extensive breweries and distilleries, all of which require a great number of hands, and thus it is that the well-disposed immigrant, who evinces any desire to make his way in this country, cannot fail to do so, and I must say that I know of no city or district in Canada where the newly-arrived emigrant is likely to get on better than in Montreal or its environs.

As far as I am enabled to learn, the amount of capital brought into the country by emigrants during the past year amounts to from £14,000 to £16,000 sterling. I have elicited this information from parties consulting me as to the purchase of cleared and wild lands:

Through Passage Tickets from Europe.

The number of emigrants ticketed in Europe to Canada and the United States direct, from January 1st to December 31st, 1864, was 19,031; of these, 9,870 were for the States, and 9,161 remained in Canada; of 9,161, 882 came *via* Portland by the steamers, and 633 by Rouse's Point. These statistics I have received from the different Railroad and Steamship Companies.

It is deeply to be regretted that such a large number of immigrants should pass through this country to the States, but this arises from the fact of Federal Agents being engaged in Europe for the sole purpose of inducing able-bodied young men to come out to America by holding out great temptations to them in the way of high wages, when the plain truth is that they are actually bought, shipped and sold as so much cattle to the various recruiting officers who swarm every city and village in the Northern States. These Agents find their way also to the continent of Europe. One vessel, the *Ernest Merck*, which landed at Quebec with a large number of Swedes and other Scandinavians, all healthy young men, who were destined for the States, having been induced to sign a certain document by which they were to receive \$150, or thereabouts, of lawful money of the United States, per annum, for their services. Fortunately for them the secret was let out at Quebec, and the consequence was that few if any of them went to the States. The most of these immigrants were mechanics, and intelligent young men; 84 of them were sent to me, and I am happy to inform you that with the able assistance of Mr. Christopherson, a fellow-country man of these newly-arrived immigrants, we managed to place not less than 52 in their various avocations,—the balance I forwarded to Ottawa and Kingston. Such an *extraordinary* call on this Office necessarily involved some unlooked for outlay for the support of these victims of dishonest greed—insignificant, however, in comparison to the christian object and general good achieved. Those who remained here are doing well, and no doubt, will become valuable citizens hereafter, and make themselves at home in a very short time. Thus you see if it had not been for those who discovered the secret in Quebec, these young men would have been now either in the Northern Army or working at \$150 per annum, in green-backs, whereas they are now receiving from \$1 to \$1.50 per diem—a vast difference between Canadian and American currency.

Health and Condition of the Immigrants.

With regard to health and appearance, I must say that the immigrants of 1864 compare favorably with those who preceded them during the three previous years. They had no sickness or contagious disease amongst them, and I must say that I never saw a more wholesome class of immigrants land in this country before, particularly the Scotch Operatives, from the steamship *United Kingdom*, who disembarked here on the 12th July, looking the very picture of health. Those people, I am told, are getting on well, and I am sure will prove themselves useful members of society wherever they have taken up their abode.

The number of immigrants who paid head-money at this port, was 13. The number of immigrants admitted to the General Hospital was 157—this *large* number was owing to the casualties arising from the Belœil accident.

Those who landed at this port direct from the Atlantic, *viâ* the St. Lawrence, were 6,574; *viâ* the United States, 842. Of these, 2,499 remained in Canada, and 4,917 proceeded to the United States.

On the 13th April last, I received a letter of instructions from the Honorable the Minister of Agriculture and Emigration to adopt the most efficient means of obtaining authentic information respecting the prospects for labor of the several classes, and if necessary to visit in person the several locations in my district which were nearer to me than any other agency, and where I had reason to believe that employment could be had for any number of skilled or unskilled laborers, domestic servants, &c.

In accordance with these instructions, I proceeded to visit the different counties in my district, when having conferred with the various local authorities and such other influential inhabitants as I deemed competent to give me information, I had the honor to submit my report thereon to the Honorable the Minister of Agriculture and Emigration, dated May 2nd.

Belœil Disaster.

It will be needless for me here to enter upon the details of this melancholy disaster, having already had the honor of submitting two special reports on this subject to the Honorable the Minister of Agriculture and Emigration; the first, in my capacity of

Emigration Agent, dated July 23rd, 1864, and the second as Chairman of a Committee appointed to investigate the claims of the sufferers by that accident, dated October 10th.

Union Girls.

With regard to this class of immigrants, I am sorry to say that there has been no diminution of number nor any equivalent improvement in fitness for domestic employment, and I can only reiterate, as in past years, that for these there is no opening whatsoever in Canada, and I would further respectfully suggest to the Government the desirability of their urging these facts upon the attention of the Poor Law authorities at home, with a view to their making other arrangements for the benefit of this unfortunate class, who, from want of previous education, are as incapable of obtaining employment here as they were in the mother country, and consequently either fall victims to the temptation of vice or else become a burden upon our already over-taxed charitable institutions.

Clerks, &c.

This class of immigrant, in spite of persistent warning, still reaches the shores of this country in increased numbers, and in addition to regularly trained clerks, we find also many young men of good education who having failed at home, from want of either capital or application, come to this country in the expectation of obtaining heavy salaries for equivalent light duties. For all these classes there is no chance of employment as the vacancies formed in the various commercial establishments of this country are amply filled by our own youth who, for the sake of training and introduction, are glad to give their services for the first year gratis, and even subsequently for small progressive salaries. It is therefore obvious that persons coming from Europe without capital are virtually excluded from this species of employment, and for one who may by chance fortunately succeed, the remainder too frequently break down under the allurements of drink or have to adopt the rudest forms of labor for which they are physically incapable.

Concluding Remarks.

Owing to the unhappy state of affairs which are now disorganizing society in the neighboring Republic, we have had a considerable influx, especially in this city, of American citizens, the number of whom it is impossible to accurately estimate. Many of these persons have permanently taken up their abode here, and are engaged in trade and other occupations; and should the war now raging continue for any lengthened period, they will probably remain here and their numbers be augmented during the ensuing season.

Of the 462 immigrants that were provided with places from this Agency, 104 females were assisted in their efforts by charitable exertions of the Grey Nuns, in charge of the St. Patrick's Home. I am also indebted to Mrs. Fulford and the ladies of the Church Home, who enabled me to obtain situations for a number of domestic servants for whom there is a constant and increased demand. I would also beg to tender my thanks to the different charitable and national societies of this city, as well as to Messrs. Brydges, Milloy and Lamère, for their generous aid in forwarding that class of immigrant, who, although not strictly paupers, were at the same time unable to pay the whole amount of their transport.

The whole of which is most respectfully submitted.

I have the honor to be, sir,

Your obedient servant,

JOSEPH H. DALEY.

RETURN OF THE MONTREAL EMIGRANT AGENCY, FOR THE YEAR 1864.

1. State the number and the nationalities of the Immigrants that reached you, the route they came by, and their probable destination.

	Viâ	Viâ	Total.	Remained in	Went to the
	St. Lawrence.	States.		Canada.	States.
English	242	182	424	424	.....
Irish	808	352	1160	765	395
Scotch	653	228	881	837	44
Gormans	1900	28	1928	212	1716
Norwegians	2792	11	2803	41	2762
American Citizens .....	.....	36	36	36	.....
Other Countries	179	5	184	184	.....
Previously reported	6574	842	7416	2499	4917

2. What was their general condition? How many applied to you for relief? How many were assisted, and in what manner did you dispose of them?

Of this number, 727½ received assistance on being forwarded to their several destinations, at an average cost of \$2.15 per adult.

3. Give the details of the expenditure at your Agency during the year 1864.

Transport	\$1,560 54
Provisions	143 12
Medical aid .....	.....
Printing, Stationery, and Office Rent	228 67
Incidental Expenses	249 85
Salaries	1,500 00
Total	\$3,682 18

4. State as near as you are able what capital has been introduced into your District by immigrants, and how many have purchased land or settled, and in what localities; also, add any remarks or suggestions which you may deem desirable.

Say, for the year, £14,000 to £16,000 sterling.

STATEMENT of Retail Prices of the ordinary articles of Food and Raiment required by the Working Classes; also, the average Wages paid to Laborers, Mechanics, &c., for the year 1864.

List of retail prices of the average ordinary articles of food and raiment required by the working classes, for the year 1864.		Return of the average wages paid to laborers, mechanics, &c., for the year 1864.		
			Per diem.	By month, with board.
Provisions.		Males.	\$ cts.	\$ cts.
Bacon (per lb.).....	10cts. to 12½cts.	Bookbinders and Printers.....	1 00 to 1 75	
Bread, best white, 12½cts. per 4lbs; Brown, 15cts. per 6lbs.		Blacksmiths	1 00 to 1 50	
Butter, salt (per lb.).....	15cts. to 18cts.	Bakers	1 00 to 1 50	
Beef, 8cts. to 12½cts. per lb.; Mutton, 6c. to 10c. per lb.; Veal, 8c. to 10c. per lb.; Pork, 10c. per lb.		Butchers		\$10 to \$16
Beer (per quart).....	5cts.	Brickmakers.....	0 75 to 1 00	
Candles (per lb.).....	10cts. to 12cts.	Bricklayers or Masons.....	1 25 to 1 50	
Cheese (per lb.).....	10cts. to 15cts.	Carpenters	1 25 to 1 75	
Coffee (per lb.).....	20cts. to 25cts.	Cabinet-makers	1 75 to 2 00	
Eggs (per dozen).....	8cts. to 20cts.	Coopers	1 00 to 1 25	
Flour (per barrel); 1st quality	\$4 00 to \$5 00	Coachmen and Grooms.....		\$10 to \$18
Do do 2nd do	\$3 50 to \$4 00	Curriers.....	0 75 to 1 25	
Fish, dry or green Cod, (per cwt.).....	\$2 50 to \$3 50	Farm laborers (skilled).....		\$10 to \$15
Firewood (per cord).....	\$3 50 to \$7 50	Farm laborers (common).....		\$6 to \$10
Ham (per lb.).....	10cts. to 15cts.	Gardeners.....	1 00 to 1 25	
Horrings (per barrel).....	\$3 00 to \$5 00	Millwrights	1 25 to 2 00	
Mustard (per lb.).....	30cts. to 40cts.	Millers	1 25 to 1 50	
Milk (per quart).....	5cts. to 6cts.	Machinists	1 50 to 2 00	
Oatmeal (per cwt.).....	\$2 00 to \$2 50	Painters	1 25 to 1 50	
Pepper (per lb.).....	20cts. to 25cts.	Plasterers	1 25 to 1 50	
Potatoes (per bushel).....	30cts. to 40cts.	Plumbers	1 25 to 1 50	
Rice (per lb.).....	5cts.	Shoemakers	1 00 to 1 50	
Soap, yellow (per lb.).....	5cts. to 8cts.	Sawyers	1 00 to 1 50	
Sugar, brown (per lb.).....	10cts.	Shipwrights.....	1 50 to 2 00	
Salt (per bushel).....	20cts. to 30cts.	Stonecutters.....	1 50 to 2 50	
Tea, black (per lb.).....	40cts. to 75cts.	Saddlers	1 25 to 1 50	
Tobacco (per lb.).....	30cts. to \$1 50	Stokers (Railroad).....	1 00 to 1 25	
		Tanners	1 00 to 1 25	
		Tailors	1 00 to 1 50	
		Tinsmiths.....	1 00 to 1 50	
		Wheelwrights.....	1 25 to 1 50	
		Whitesmiths.....	1 50 to 2 00	
Clothing.		Females.		
Blankets	\$4 00 to \$8 00	Cooks		\$6 to \$12
Rugs	\$1 50 to \$2 00	Dairymaids		\$4 to \$6
Flannel (per yard).....	35cts. to 40cts.	Dressmakers and Milliners.....	0 40 to 0 50	
Cotton Shirting (per yard)....	30cts. to 75cts.	Household Servants.....		\$3, \$5, & \$8
Sheeting (per yard).....	50cts. to 75cts.	Laundry Maids.....		\$4 to \$6
Canadian Cloth (per yard)....	60cts. to \$1 00			
Shoes, Men's.....	\$1 75 to \$2 00			
Do Women's.....	\$1 00 to \$1 50			
Boots, Men's.....	\$3 00 to \$5 00			
Do Women's.....	\$1 50 to \$2 00			
Ind. Rub. Overshoes, Men's	\$1 00 to \$1 25			
Do do Women's	75cts. to \$1 25			

REPORT OF MR. W. J. WILLS, EMIGRATION AGENT, AT OTTAWA.

GOVERNMENT IMMIGRATION OFFICE,
Ottawa, 1st January, 1865.

A. C. Buchanan, Esq.,
Government Chief Immigration Agent,
Quebec.

SIR,—I have the honor to submit for your information the Annual Report of the immigration to this Agency, during 1864.

	M.	W.	C.	Total.
Natives of England.....	80	30	63	173
do Ireland.....	118	68	72	258
do Scotland.....	56	32	88	176
do Germany.....	113	119	160	412
do Denmark and Sweden.....	38	12	15	65
American Citizens.....	152	26	33	211
	577	287	431	1,295

Who were disposed of in the following order, viz :—City of Ottawa, 413; Counties of Carleton, 254; Ottawa, 104; Renfrew, 226; Russell, 87; Pontiac, 26; Lanark, 46; Grenville, 26; Canada West, 53; left for the United States, 60.

Assistance, in the shape of passage orders and temporary relief, was granted to the under-mentioned indigent immigrants, equal to 342 adults, at a cost of \$1.29 per adult.

	M.	W.	C.	Total.
Natives of England.....	25	5	14	44
do Ireland.....	34	15	19	68
do Scotland.....	17	12	38	67
do Germany.....	62	62	100	224
do Denmark and Sweden.....	20	1	0	21
American Citizens.....	4	0	0	4
	162	95	171	428

The annual expenditure may be estimated thus :

Salaries.....	\$ 965 00
Office rent, stationery, printing, postage, fuel, &c.....	258 80
Transport by land and water.....	321 49
Temporary relief, bread, provisions, &c.....	118 17
Medical attendance, hospitals, &c.....	132 45
Travelling expenses, telegraphs, &c.....	130 67
Wm. O'Mard, 1859.....	15 00

\$1,941 58

The great body of European immigrants of this season, reached here *via* Quebec; some few in the spring and in the latter part of the fall were conveyed by way of Portland and New York.

European Immigrants.	Total arrivals.	Salaries.	Office expenses.	Transport.	Medical attendance &c.	Relief.	Travelling expenses, &c.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1863.....	1710	1165 00	267 00	746 96	110 52	119 99	70 06	2479 53
1864.....	1084	965 00	258 80	321 49	132 45	118 17	130 67	1926 58

The foregoing statement of immigrant arrivals during 1864, shows a decrease of 626 souls, as compared with the preceding year; notwithstanding this, the population of this section of Canada has been very sensibly increased during the past year, by the arrival of a large number of persons from various sections of Upper and Lower Canada and the United States of America. From the best sources of information at my command, I estimate that at least 2,500 souls have become residents of this city within that period, chiefly composed of carpenters, masons, stonecutters, quarrymen and common laborers, who were induced hither to supply the demand that existed for their respective services.

It is most satisfactory to be enabled to add that during the entire season, every applicant of the above classes was certain to find immediate employment, and yet, strange to say, frequently the demand continued greatly in excess of the supply. This proves the accuracy of the prediction in my last Annual Report, when a recommendation was forcibly made to advise such class of immigrants to this locality.

The total German arrivals to this section of Canada, in 1864, exhibits a considerable decrease, as compared with former seasons. It is of course difficult to account satisfactorily for such a sudden change in the flow of the German element to the Upper Ottawa. It was considered when the nucleus of settlement was once formed, that it would steadily increase, as has been so successfully demonstrated in the Western Country. It may be owing to causes beyond the control of the legitimate immigrant that such limited numbers reached this part of the country during the past season. The deranged state of their own country, may have affected the intention of those who otherwise would have emigrated. If such should be the case, the future will supply the desired explanation, otherwise it may be necessary to enquire if the fault rests at our own door, whether the locality whither the pioneers have proceeded, is the situation best adapted to the purposes to which it was intended, and likewise whether truthful information is attainable as respects the advantages derivable by settlement thereon, might very advantageously form the subject of enquiry by yourself or some other authorized functionary of the Government.

From observations during the past season, it was apparent to me that many of the Germans had been led to believe, prior to their departure, that free grants of land were still available in the County of Renfrew, and were greatly chagrined and disappointed, when informed that all the good or available lots of that class were settled upon.

It was evident that a very limited number of such causes would have a most detrimental effect, and when proclaimed to their friends, the inevitable conclusion is that confidence would be forfeited, and in a short time immigration to this country would entirely cease.

A moderate number possessed considerable means, and at my instance, they purchased partly improved farms in the Township of Gloucester, as well as unimproved Crown Lands in the County of Renfrew; others acted in a similar manner, in the vicinity of Pembroke. The remainder joined their friends previously settled in the County of Pontiac. That portion who were mechanics readily found employment at their respective trades in the city, at a fair rate of wages.

Having always viewed as a great desideratum the fostering of the German element in Canada, it would be a cause of regret if its continuance is to be checked in the future, and on this account the subject is now adverted to by me.

Thirty-two boys from the Reformatory Schools, reached this Agency during the past year. Every aid and assistance was afforded them to obtain employment, and it is satisfactory to be enabled to say that in every case, suitable situations were provided for each applicant. I am sorry to add that the confidence reposed in some of the boys, was sadly betrayed: four were convicted for dishonesty, having stolen from their employers valuables and other property, and having been tried at the last Recorder's Court, held in the city, on the 19th December, were each sentenced to six months' imprisonment, in the county gaol. Seven others committed robbery and made their escape to the United States. It is to be hoped that those who are imprisoned, on their return to society, may become better disposed to act faithfully and honestly.

Twenty-one handloom weavers and their families, in all 79 souls, were forwarded to this Agency—six of whom were provided with situations at their own trade; the remainder, with the exception of one family, who remained in the city, were sent to the rural parts, where their services were secured as farm laborers. Under the circumstances, better could

not be done for them as the demand for handloom weavers is very circumscribed in this section of the Province.

The past season has not been an exception to former ones, with reference to the advent of clerks in quest of employment. Sixteen of this class of persons sought my assistance, and with the greatest possible difficulty, situations for 13 were obtained. As repeatedly previously stated in my Annual Reports, no inducements are to be held out to this kind of strangers. Although generally respectable and very frequently fortified with recommendations as to character, &c., no task is so difficult as to provide for them in any suitable manner.

During the season, occasion required the services of our hospitals for 16 immigrants, and it was most remarkable that the greater part of those had reached our shores by sailing vessels *via* New York. In addition to this fact, they, as well as those who had also reached that point, had been sadly misdirected to reach this country. Invariably, they had been directed by very circuitous routes, causing large additional costs and much loss of time. It is not too much to conjecture that many destined for Canada failed to reach its shores. This evil is evidently on the increase, and from my past experience, I am satisfied that the immigrant landing in the United States' ports will never be cared for until an Agent is specially appointed to take care of his interests. In my opinion, many settlers are annually lost to Canada from the want of such precautionary step. Action upon your part to secure that boon would be beneficial alike to the immigrant as well as to Canada, and in the interests of both, I now respectfully beg to urge the matter to your early and serious consideration.

Although the immigration proper of the past season has been in the aggregate small, as compared with former years, yet it was of a satisfactory nature. The class of persons were as a general thing, an improvement on their predecessors, and their disposition was easily and readily effected.

The demand for every species of labor was uninterruptedly in demand continuously during the season, and everyone who desired it need not have remained a moment idle after reaching this place. In the rural parts, labor was anxiously sought; and having made arrangements during my trip in the spring, to be informed of the wants of each locality visited, I had no difficulty in advising that class of persons seeking employment where it was obtainable. It is true that some little dissatisfaction was caused by not having a sufficient supply to meet the requirements of all, notwithstanding in taking care to forward a partial supply to each locality, this difficulty was thus overcome. It is of all importance that the true state of the country's wants should be known, and in no way can it be better or more satisfactorily obtained than by a personal visit. Such a system is fraught with much good, and its continuance hereafter will bear beneficial fruits, particularly if the tide of immigration is likely to increase in the future to this locality.

Respecting the future prospects of employment for imported labor, I am satisfied that the coming year will offer increased inducements to mechanics in this city. During the year just ended, a very large number of private and public buildings (independent of parliament erections, &c.) have been constructed within our limits, at an outlay exceeding \$250,000. This sum, from accurate estimate, will be greatly exceeded during 1865, to meet the requirements of the large excess of population by the removal of the seat of Government. From those facts, mechanics may feel assurance of obtaining employment in the future, and as the city will annually require large additional structures for dwellings and places of business for the accommodation of an increasing permanent population, workmen will find it advantageous to take up their abode in our midst.

The rural portion of the adjoining counties, will also participate in the advantages incident to the increase of the population of this city by the removal of the seat of Government, and as largely increased demand will then exist for all the productions of the soil, it is not too much to assume that additional assistance will be required by the agriculturist to keep pace with the extended field of operations by an increased home market for the consumption of their productions. With this prospect, in the future, it may be reasonably expected that a large amount of labor will be annually absorbed in the country parts. Heretofore a very fair demand has always existed for the newly-arrived immigrant, and hereafter, the extended development of this country will greatly extend

the requirements in this respect. Consequently, with every confidence, this class of persons can be induced to this section of the Province.

Female servants will also be required both for city and country service, and if a number of properly-qualified female servants could be sent to this locality, their services would be readily secured, at a remunerative rate of wages.

With reference to capitalists and persons possessing means and desirous of obtaining land for agricultural purposes, the remarks contained in my previous Report will apply with increase force at the present time. This section of the country ought to be viewed with favor by this class of intending settlers, and many of those who have been hitherto seeking a home in the American territory, ought to consider the superior advantages possessed in a country where peace and quiet prevails, in preference to settling in a disturbed and distracted country. To this class of intending settlers, the Ottawa region offers peculiar and most advantageous inducements, and it is to be hoped that hereafter, they may avail themselves thereof to the fullest extent.

All of which is most respectfully submitted by your obedient and humble servant,

W. WILLS,
Agent.

RETURN OF THE OTTAWA IMMIGRATION AGENCY, FOR THE MONTHS OF OCTOBER, NOVEMBER AND DECEMBER, 1864.

1. State the number and nationalities of the immigrants that reached you, the route they came by, and their probable destination.

	Viâ St. Lawrence.	Viâ United States.	Total.	Remained in Canada.	Went to the States.
English	6	12	18	18	.....
Irish.....	20	10	30	30	.....
Scotch .....	.....	.....	.....	.....	.....
Germans	16	.....	16	16	.....
Norwegians.....	.....	.....	.....	.....	.....
American Citizens.....	.....	.....	.....	.....	.....
Other Countries.....	2	.....	2	2	.....
Previously reported.....	930	209	1229	1229	60
Total.....	974	321	1295	1625	60

2. What description of labor is most required in your district, and how many persons of either sex could you probably find employment for?

The following are the total numbers of applications for mechanics, servants, &c. during 1864 :

Agricultural laborers, ploughmen, &c.	1,181
Common laborers, for city work	270
Gardeners	4
Female servants, cooks, laundrymaids, dairymaids, &c.....	79
Carpenters.....	57
Stonecutters	105
Stone masons, bricklayers.....	164
Carvers of stone	5
Blacksmiths	7
Boys	62

Total..... 1,924

3. Give the details of the expenditure at your Agency, during the year 1864 :

Transport	\$ 321 49
Provisions	118 17
Medical aid.....	132 45
Printing, Stationery, Office rent, &c.....	258 80
Incidental expenses, travelling, O'Mard, for 1859.....	145 67

Total..... \$ 976 58

4. State as near as you are able what capital has been introduced into your district by immigrants, and how many have purchased land or settled, and in what localities ; also, add any remarks or suggestions which you may deem desirable.

The above queries are referred to in the annexed Annual Report.

It is impossible for me to state, with any degree of certainty, the amount of capital introduced by immigrants during the past season, but I would suppose it to be at least \$50,000.

List of retail prices of ordinary articles of food and raiment required by the working classes.

Return of the average wages paid to laborers, mechanics, &c., for the year 1864.

Provisions.		Males.		Per Diom.	Per month, with board.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Bacon (per lb.).....	0 15	Printers and Bookbinders.....	None wanted		
Bread, best white, 4lb. loaf; brown.....	0 12	Blacksmiths.....	1 00 to 1 50		20 00
Butter, salt (per lb.).....	0 20	Bakers.....	1 00		14 00
Beef, \$3.50 cwt., mutton, 5cts lb. veal, pork (per lb.).....	0 10	Butchers.....	None requ'd.		
Beer, (per quart).....	0 07	Brickmakers.....	1 50		
Candles (per lb.).....	0 10	Bricklayers or Masons.....	1 25		
Cheese.....	0 30	Carpenters.....	1 25		
Coffee (per lb.).....	0 13	Cabinet-makers.....	1 25		
Eggs (per dozen).....	0 20	Coopers.....	None requ'd.		
Flour (per barrel), 1st quality.....	4 75	Coachmen and Grooms.....	do		
Do do 2nd quality.....	4 50	Carriers.....			16 00
Fish, dry or green Cod (per cwt.).....	3 50	Farm laborers (skilled).....			12 00
Firewood (per cord).....	3 00	Do (common).....			8 00
Ham (per lb.).....	0 15	Gardeners.....			20 00
Herrings (per barrel).....	4 50	Millwrights.....	1 75		
Mustard (ber lb.).....	0 33	Millers.....	1 00		
Milk (per quart).....	0 05	Machinists.....	None requ'd.		
Oatmeal (per cwt.).....	2 25	Painters.....	1 25		
Pepper (per lb.).....	0 20	Plasterers.....	1 25		
Potatoes (per bushel).....	0 25	Plumbers.....	2 00		
Rice (per lb.).....	0 04	Shoemakers.....	Work by job.		
Soap, yellow (per lb.).....	0 04	Sawyers.....	None requ'd.		
Sugar, brown (per lb.).....	0 10	Shipwrights.....	do		
Salt (per bushel).....	0 50	Stonecutters.....	2 00		
Tea, black (per lb.).....	1 50 to 0 60	Sadlers.....			16 00
Tobacco (per lb.).....	1 50 to 0 25	Stokers (Railroad).....			16 00
		Tanners.....			14 00
		Tailors.....	Work by job.		
		Tinsmiths.....	1 00		
		Wheelwrights.....	1 70		
		Whitesmiths.....	None requ'd.		
		<i>Females.</i>			
		Cooks.....			4 00 to 6 00
		Dairymaids.....			3 00 to 5 00
		Dressmakers and Milliners.....			3 00 to 6 00
		Household Servants.....			2 00 to 4 00
		Laundry Maids.....			3 00 to 5 00

SIR,—For your information, I would wish to explain that a much larger number of both European and American immigrants reached this Agency than my Annual Report will show. Many were forwarded by the Quebec and Montreal Agencies to the Counties of Prescott, Glengarry, Stormont, Dundas, Leeds and Grenville. There were also many who arrived *via* New York and Portland to the above-mentioned counties; that it was quite out of my power to have any knowledge of.

Having omitted to include the above remarks in my Report, I now beg to bring them under your notice.

I have the honor to be, sir,

Your obedient servant,

W. J. WILLS,
Agent.

A. C. BUCHANAN, Esq.,
Government Chief Immigration Agent,
Quebec.

GOVERNMENT IMMIGRATION OFFICE,
Ottawa, 18th January, 1864.

A. C. BUCHANAN, Esq.,
Government Chief Immigration Agent,
Quebec.

DEAR SIR,—In obedience with instructions contained in your circular of the 10th December last, respecting the different manufactures carried on in the Ottawa County, their propelling power, their extent and capacity, the probable number of hands employed, &c., I addressed letters to the various parties interested in the following counties, viz:—Prescott, Russell, Glengarry, Stormont, Dundas, Grenville, Leeds, Lanark, Renfrew, Carleton, Pontiac and Ottawa, with the view of obtaining the desired information.

I now beg to submit the result contained in the replies received, as far as they have reached me.

Counties.	Locality.	Name of proprietors.	Number of shops.	Number of men.	Motive power.	Remarks.
Grenville	Merrickville.....	F. H. Merrick.....	2	20	Water....	Not in operation.
Leeds	Brockville	G. Chaffey & Brother...	1	25	"	In operation.
do	do	J. Smart.....	1	30	Steam....	do
Grenville	Prescott	Samuel Hulbert	1	20	"	do
Lanark	Smith's Falls.....	G. M. Cappett & Bro...	1	25	Water....	do
Grenville	Prescott	Jones & Dowsley.....	1	20	Water....	do
Carleton	Ottawa	N. S. Blasdell.....	1	17	Water....	do
do	do	T. M. Blasdell.....	1	12	Steam....	do
do	do	Lyman Perkins.....	1	15	"	do
		Total.....	10	184		

CARRIAGE FACTORIES.—CITY OF OTTAWA.

George Humpries..... Employs 14 men.
Wm. Stockdale" 26 " motive power, steam.

SAW MILLS.

Name of proprietors.	Locality.	Counties.	Number of men employed throughout the year.	Capacity, board measure.	Motive Power.
Thompson & Co.....	Buckingham	Ottawa	350	18,000,000	Water.
A. & F. Mirick.....	Merrickville	Grenville.....	10	750,000	"
J. Rimer.....	Portage du Fort.....	Pontiac.....	150	6,000,000	"
J. Aumond.....	City of Ottawa.....	Carleton.....	96	3,750,000	Steam.
J. McLaren.....	Templeton.....	Ottawa.....	21	1,000,000	Water.
Perkins, Cook & Co.....	do	do	25	1,200,000	"
Hamilton & Bro.....	Hawkesbury.....	Prescott.....	700	35,000,000	"
Levi Young & Co.....	City of Ottawa.....	Carleton.....	90	4,000,000	"
A. H. Baldwin.....	do	do	100	5,000,000	"
J. K. Booth.....	do	do	190	8,000,000	"
Harris & Bronson.....	do	do	350	18,000,000	"
R. Mason.....	do	do	37	1,750,000	"
Perley & Pattee.....	do	do	225	10,000,000	"
Taylor & Wilkinson.....	do	do	96	4,000,000	"
J. M. Currier & Co.....	do	do	380	18,000,000	"
Cameron & Edwards.....	Thurso.....	Ottawa.....	135	7,000,000	"
Andrew Leamey.....	Hull.....	do	90	3,500,000	Steam.
J. McLaren & Co.....	Buckingham.....	do	350	18,200,000	Water.
James Hubbell.....	Hubbell's Falls.....	Carleton.....	5	200,000	"
T. F. Depensier.....	Burritt's Rapids.....	do	5	200,000	"
W. King.....	Bristol.....	Pontiac.....	10	400,000	"
A. Turner.....	do	do	5	200,000	"
M. Marston.....	do	do	5	200,000	"
D. F. Grover.....	Templeton.....	Ottawa.....	18	750,000	"
Thos. Lyon.....	Richmond.....	Carleton.....	16	750,000	"
J. McDermott.....	Osgoode.....	do	5	200,000	"
N. Sparks.....	Nepean.....	do	37	1,750,000	"
			3609	163,800,000	

FLOUR MILLS.

Name of proprietors.	Locality.	County.	Capacity.		Number of men employed.	Motive power.
			No. of barrels of flour ground per annum.	Number of bushels of wheat.		
Sam. Huntington.....	Allumette Island.....	Pontiac.....	3,000	15,000	3	Water.
Wm. Glester.....	Martintown.....	Glengarry.....	7,000	35,000	4	"
James Hubbell.....	Hubbell's Falls.....	Carleton.....	6,000	30,000	3	"
A. & F. Merrick.....	Merrickville.....	Grenville.....	7,000	35,000	4	"
Do	do	do	8,000	40,000	4	"
Estate of Osborne.....	Portage du Fort.....	Pontiac.....	15,000	75,000	5	"
Henry McCormick.....	Nepean.....	Carleton.....	31,000	158,000	6	"
Mrs. I. McKay.....	New Edinburgh.....	do	60,000	300,000	7	"
Thomas McKay.....	Ottawa City.....	do	60,000	300,000	7	"
Wm. King.....	Bristol.....	Pontiac.....	3,000	15,000	2	"
Coleman & Co.....	Lyn.....	Leeds.....	27,000	135,000	5	"
J. L. McDougall.....	Renfrew.....	Renfrew.....	7,000	35,000	3	"
J. McCrea.....	do	do	7,000	35,000	3	"
J. McDermott.....	Osgoode.....	Carleton.....	1,500	7,600	2	"
Thos. Lyon.....	Richmond.....	do	6,500	32,000	4	Water & steam.
Taylor & Wilkinson.....	Ottawa City.....	do	30,000	150,000	6	Water.
Wm. Morrison.....	do	do	7,000	35,000	4	"
Hamilton & Bro.....	Hawkesbury.....	Prescott.....	7,000	85,000	3	"
W. Wright.....	Hull.....	Ottawa.....	10,000	50,000	4	"
			303,000	1,515,000	79	

PLANING MILLS AND SASH FACTORIES.

Name	Locality	Counties	Men	Motive Power
J. M. Curries & Co.	New Edinburgh	County of Carleton	40	Water
A. Kipper	Perth	County of Lanark	8	Steam
H. N. Harvey	City of Ottawa	County of Carleton	4	Water
E. Leivers	"	"	7	"
			59	

WOLLEN FACTORIES.

Name	Locality	Counties	No. of Blankets manufactured.	No. of lbs. of wool consumed.	No. of yards of cloth manufact'd.	Number of hands employed.	Motive Power.
A. & F. H. Merrick	Merrickville	Grenville	Not in operation			40	Water
J. Ralston	Pesche	Ottawa		75,000	60,000	20	"
J. W. Higginson	Hawkesbury	Prescott		25,000	22,500	12	Steam
B. V. Rosamond		Lanark		175,000	1,000	30	Water
H. O. Burritt	New Edinburgh	Carleton	4,000	110,000	55,000	45	"
Total			4,000	385,000	317,500	137	

CARDING AND FULLING MILLS.

Name	Locality	Counties	No. of lbs. of wool carded.	No. of yards of cloth dressed.	No. of hands	Motive power.
W. C. Glester	Martintown	Glengarry	20,000	10,000	3	Water
J. Stewart	Bristol	Pontiac	10,000		2	"
J. W. Higginson	Hawkesbury	Prescott	12,500	4,500	2	Steam
Thos. Lyon	Richmond	Carleton	10,000	3,000	3	Water
J. McCrea	Renfrew	Renfrew	20,000	10,000	3	"
N. G. Robinson	Nepean	Carleton	30,000	12,500	4	"
Total			102,500	40,000	17	

I may mention that I wrote 196 letters to persons in the Ottawa Agency, who are engaged in various kinds of manufactures. The above is the result of replies so far received. It is very unsatisfactory for me to say that this Report does not contain more than the one-third of the manufactures carried on in the Ottawa country. For instance, the extensive saw mills of Messrs. Gilmour & Co., on the Gattineau, and the Pontiac mills, owned by the late J. Egan, are not included in the above statement. I have done all in my power to obtain the desired information, and if I have failed, the fault is not with me.

I have the honor to be, sir,

Your obedient servant,

W. J. WILLS,

Agent.

REPORT OF MR. MACPHERSON, IMMIGRATION AGENT AT KINGSTON.

GOVERNMENT IMMIGRATION OFFICE,
Kingston, 31st December, 1864.

A. C. BUCHANAN, ESQ.,
Chief Immigration Agent,
Quebec.

SIR,—I have now the honor to submit, for your information, my Annual Report and statements, shewing the number of immigrants that landed within my Agency during the year, what countries they came from, and by what routes; also, statement shewing the number of destitute immigrants that were assisted by me in transport, provisions and lodgings, and the amount paid by me in such service.

I have further to submit a statement, shewing in detail the total expenditure at this Agency during the year—all of which statements you will find in the appendix.

I regret to state that there has been a great decrease in the number of European immigrants that arrived at my Agency this year, in comparison to the number that arrived last year; the arrivals being more than *one-half less* this year than last. This may be accounted for by the great number of immigrants that were induced to go to the United States, by the apparent high wages there, but the number of settlers who came in from the United States to this country, as computed from entries made in the Custom Houses (by average) between Morrisburgh, in the east, and Port Hope, to the west, inclusive, appear to have slightly increased: the number in 1863, being 3,196, whereas in 1864, the number was 3,693, being an increase of nearly 500.

There were only 449 European immigrants settled in my Agency this year; last year, the number was 1,040; however, adding those who arrived from European countries this year to those who came from the States, it will be found that the total number will only fall 95 short of last year's arrivals.

The number of immigrants who received assistance from me this year, was 234 (men, women and children), equal to 187 adults, at an average cost of 92 cents for each adult, being 19 cents more for each adult than the cost last year. This is accounted for by my being obliged to send a great many of them to the country lying back of Port Hope, which entailed a greater expense in transport, than if they had been distributed nearer Kingston, as they were last year.

The cash capital brought in shews a corresponding decrease with the arrivals there being only as far as I can learn \$13,040, introduced this year by European immigrants, whereas, last year, the cash capital brought in, as reported to me, amounted to \$38,000. I have consequently fewer purchasers of farms to report this year; in fact, I am only aware of some three or four of this year's immigrants who purchased farms, and they are as follows, viz: An Irishman bought a farm a few miles from Kingston, for which he paid \$2,000, and is well satisfied with his purchase and the country; a German, with \$1,500, cash in hand (and as much more to be sent to him as soon as settled), took up wild land, in the Township of Clarendou, is doing well, and is well satisfied with his prospects; an Englishman, worth \$600, engaged at first with a gentleman to take charge of his farm, afterwards rented a farm for himself; another Englishman bought a farm in Prince Edward County, for which he was to pay \$2,000; and an Englishman bought a farm in Portland, for which he paid \$800. These are the only immigrants of this year that I am aware of who purchased farms; others, however, I am aware, deposited their money in one of our banks, at interest, with a view hereafter of purchasing farms, in the meantime, engaging themselves with farmers for the purpose of acquiring a better knowledge of the soil in this country and how to work it to the best advantage.

With reference to the arrival of settlers from the States and the value of their effects, I beg to refer you to copies and extracts from letters received by me from the various Collectors of Customs on the frontier between Morrisburgh and Port Hope, also to statement in appendix. I would particularly draw your attention to the extracts from the letter written by A. W. Stuker, Esq., Collector of Customs at Prescott, by which you will see that he is of opinion that each entry made by settlers from the States at the Custom

Houses would represent *five* individuals; but I, to be within bonds, have only made the average three individuals to each entry. Had I carried out Mr. Stuker's views, the number of actual settlers from the States who arrived in my Agency this year would appear to be 6,155 instead of 3,693 as I have placed them; but, for the future, to arrive at the exact number of settlers who come into the country from the States, Mr. Stuker suggests "that the Immigration Department should apply to the Collectors of Customs to ascertain, when receiving entries, the number of immigrants coming in; thus, making a valuable addition to the Statistics without trouble or expense." I leave the matter to you to bring before the Customs Department if you think proper.

With reference to the description of labor most required in this section of the country and the number of persons of either sex that I could probably find employment for, I have to say that a great deal will depend upon the prospects of the crops next season. Should the prospects turn out good, I think I would have no difficulty during the season to obtain employment for at least 1,000 men (in any case 500) within the limits of my Agency, provided they had been accustomed to farm work in the old country, and there would be no trouble whatever in providing situations for 500 servant girls if they can milk and do general work about a farm-house, but it would be necessary that they should arrive here not later than the end of July or first of August, but in May if possible.

The demand for mechanics is not so great, but a few iron founders, or moulders, ship carpenters, and machinists, or finishers, and a few thorough joiners and blacksmiths, who understand horse-shoeing, could almost at all times, readily obtain employment in this section of the country, but at this season of the year, it is impossible to say what the demand will be next year, for as I said before, a great deal will depend upon the appearances in the spring and the prosperity of the farming community. Should they not succeed well, we may look for a depression in all branches of trade and manufacturing, and consequently less demand for mechanics and laborers.

I may here state that all who called upon me during the past season, seeking employment, were at once provided with work; but at the same time, I must enter my protest against charitable institutions or committees in Scotland, sending out to this country paupers or destitute people, to arrive so late as some of them did this season, particularly when they are so ill provided with clothing and bedding. As the time is so short between their arrival and the setting in of winter, it gives them no time to earn sufficient money to provide themselves and their families with the clothes that are necessary for this climate in winter. Consequently they become a burden to the community in which they settle, and thereby prevent that interest being taken or encouragement given to immigration that otherwise would be taken, and given, were these poor immigrants forwarded so as to arrive here early enough in the spring to enable them to earn sufficient to provide in some measure for their winter wants. Fortunately those destitute immigrants who arrived here from Glasgow in September, were all provided with good situations, and by assistance given them through the St. Andrew's Society and some benevolent individuals, they are all, up to this time, doing well; and those that arrived earlier in the season from Glasgow are, as far as I can learn, well satisfied with their prosperity. It was only yesterday that the wife of one of the Glasgow operatives called upon me to say that her husband was doing well in the Township of Pittsburg, a few miles from this city, where, through the kindness of Mr. Hay, he had been enabled to provide a loom shortly after his arrival, since which time he has had more work offered to him in the shape of weaving than he could possibly do; and she said that could such weavers as understand warping and weaving flannels, sattinets, and such other cloths as are worn in this country, be provided with a loom on their arrival at their destination, in any part of the country, they would have no difficulty whatever in earning for themselves and families a good living; and if sober and industrious, they might save money; and I am of the same opinion. Could it be possible in some way to provide funds sufficient to furnish each weaver with a loom, there is not a settled township in Canada but would give employment to two or more weavers; but even in this case, it is very necessary that they should arrive early in the spring, at all events not later than June or July, as the sheep are shorn in June, soon after which time weavers are required in the country parts.

The Skye people, up to last accounts, were doing well with Messrs. Rathburn & Son,

at Mill Point, and I have not received any complaints from the Glasgow people who came out this year; but on the contrary, so far, all are contented and doing well.

The young Swedes that were sent here from Montreal were all furnished with employment the day after their arrival, and so far as I have learned, have succeeded as well as could be expected from persons that could not speak a word of the English language when they arrived. Those employed in the machine shops here are giving their employers good satisfaction.

In the early part of this month I visited the settlement on the Frontenac Road, and although I could not have chosen a worse season of the year for bad roads (we having just previously had a heavy fall of rain) I must say I found the road in a much better condition than I expected to have found it—the Council of Portland having very much improved the road in their township, and Mr. Watson and Mr. Playfair, on the part of the Government, have done a great deal to improve the Frontenac Road running through Olden and Clarendon, but there are still remaining one or two places which require improvement and if possible the avoidance of some hills. The first place I will mention is about the head of Long Lake, in the rear of Hinchinbrook and front of Olden; at this place, there are several very bad hills and the road is otherwise rough. In fact, the Government would require to expend a considerable amount of money on the road, from the commencement of it in Hinchinbrook to the centre of Olden, to make it passable with heavy loads. I would therefore urge you to use your influence with the proper department to have a survey made to see if it is possible in some way to avoid the hills about the head of Long Lake, and if so to have the improvements made at once, or as early in the spring as is practicable; if the improvements were made, the road would be very passable until you reach the Township of Miller. In this township there are several bad hills, which would be well to avoid if possible, and one in particular about lot 16, in the 4th concession of Miller, which it is supposed could be avoided by making a new road south of the present line. If this is practicable and the improvement made, it would prove a great convenience to the settlers, as at present it is almost impossible to get up or down this hill with an empty wagon, to say nothing of a load of grain or potash.

It is also very desirable that the Frontenac Road should be continued as laid out, between the Madawaska River and the Mississippi Road, in the Township of Miller, as the best land on the old line of road lies to the north of the Mississippi Road, in the first five concessions of Miller and Matawatchesan. I therefore trust that you will do all you can to get the Government to complete this road to the Madawaska River, next spring; by so doing, you will cause to be opened up for settlement upwards of 50 free grant lots of as good land as there is to be found in Canada, besides thousands of acres in the Townships of Miller, Abinger and Matawatchesan, which can be bought at 70 cents an acre cash or \$1 on time; and without fear of contradiction, I say that as good land will be found in this tract of country as can be found in Canada, either in the settled or unsettled parts of the Province, and as proved by settlers now living there. It will produce the best quality of all kinds of grain, and that in great abundance, as also root crops, the soil being varied, in some parts rich loam, in others sandy, while in others it is sandy with clay bottom. The country is generally rolling, but in many places level land to the extent of one or two hundred acres is to be found of the very best soil, timbered with large growth of hardwood. The country is also well watered with lakes and creeks which abound with the choicest kind of fish.

With regard to the settlers, I found them all without an exception contented and happy, although the drought during the past summer has been very trying on some of them. Many of them, in Olden specially, not having more than half the average yield of crops, and many of them in Olden and Clarendon, lost nearly the whole of their crops by fire caused from running fires in the woods, the season being so dry; it was impossible to stay its progress until it had consumed the grain growing upon the fields. Yet even these settlers are in no way desponding, but look forward with cheerful hopes to the next season, and although I visited every house on the road, there was only one family which appeared really in want (having suffered very severely from the fire) and even they appeared to be in good hopes of making up for their loss next year; and with reference to the general health of the people, it could not be better, as I did not see or hear of a single case of sickness on the whole line of road!

This road has principally been settled by natives of this country and Irish Protestants who have lived some years in Canada, prior to settling on the road; very few having settled as immigrants; however, I might mention a few who settled on the road the first year they arrived in the country, among them are three or four families from England who settled in Township of Olden; these appear to be doing well, some of them having upwards of thirty acres under cultivation with good horses and barns, and their barn yards well filled with cattle. These families came to Canada in 1860, and are now entitled to 100 acres of land, free, and for which they will receive patents as soon as they can be made out.

One man who came out four years ago, was enabled, from the produce of his farm, to send this year to England for his wife and son, who came out and joined him this summer, they are now contented and prosperous, he also is now entitled to his patent for one hundred acres of land, free.

In the Township of Clarendon are some 12 or 15 German families, all well contented and say they are doing well, and will urge their friends to come out from Germany and join them, they being more contented since the Government broke up the arrangement with Mr. Telgman, he having failed to fulfil his agreement; they also appear to be more satisfied since the road has been improved by the Government, being in hopes that the improvements will be continued next summer in the front of Olden, and in the rear of Hinchinbrook; the majority of them prefer buying the land direct from the Crown, and say that they now being allowed to do so they will feel more confident in recommending their friends to join them; and as the land is very good in this and adjoining townships originally set aside for a German settlement, on account of its fertility, I am in hopes that a good number of Germans will come out and settle in this tract, and it is my opinion that you could not direct them on their arrival to any place in Canada, where they could find better wild land.

I might also mention a Scotch family who arrived in this county in June, 1852, and settled in Clarendon on free-grant lots, the family consisting of the father, two sons and a daughter,—they have now a comfortable house 30 x 20, stables and barns, and about 15 acres under crop this year, and in two years more, if all goes well with them, they will have cleared sufficient to entitle them to free patents for three hundred acres of as good land as any person could wish to have—these people had no experience whatever in clearing land when they arrived in Clarendon, but still by perseverance and industry they have succeeded better than a great many of our native Canadians.

On the Frontenac Road there are now erected on the free-grant lot upwards of 100 comfortable houses, and there are about 500 inhabitants; the improvements consist of about 1500 acres under crop, 60 ready for crop, and 171 acres chopped ready for logging; many more lots would have been taken up and improved before this, were it not that the lands in Clarendon and Miller had been reserved by the Government since 1862 until September last to admit of Mr. Telgman forming a German settlement, the vacant lots being now open for settlement by persons from any country, will no doubt soon be settled upon.

You must bear in mind that the above-mentioned improvements do not include the settlers on any but free-grant lots; if I were to include the improvements on all the lands of the townships through which the Frontenac Road passes, you might say that there would be upwards of 300 houses, 1500 inhabitants, and five thousand acres of land cleared.

Early in November I addressed circulars to the Clerks or Reeves of all the Municipalities within my agency, requesting them to forward to me by the 10th December, a statement of all manufactories carried on in their respective Municipalities, amounts of capital engaged, and number of hands employed; also requesting them to inform me at the same time the number of farms for sale or to rent, and the price asked for them, and any other information that they might think would be useful to the Department, but I regret to say that only about one in every ten have replied to my circular, it is very much to be regretted that the Councils of the various Municipalities do not take a greater interest in immigration, for unless they can be induced to take an interest in it, and co-operate with the Government in promoting and encouraging immigration, and furnish all useful information in their power to the Immigration Department, we cannot expect the immigration from European countries to flow into this country, as it should or other-

wise would, if each council would become as it were an Immigration Agency to promote and encourage immigration within its own borders. Some of the Reeves and Clerks have however kindly responded to my circular, and I have now to give you the information obtained from them.

The Reeve of the Township of Cramahe, in the County of Northumberland, informs me that in that township there are in operation seven flouring and grist-mills; one steam saw-mill; sixteen saw-mills, by water-power, and four shingle-mills. The saw-mills are all of the small kind, none running more than three saws. Unimproved farms are held at from \$8 to \$12 per acre; improved lands, at from \$12 per acre upwards; in some cases \$40 an acre. A large number of farms are rented yearly at from \$100 to \$250 per annum.

The Reeve of the front of Leeds and Lansdown, in the County of Leeds, writes me that there are no cotton or woolen factories, scutching mills, machine shops, nor foundries in his municipality, and only three saw-mills and one grist-mill in operation, all small, and require but few hands; there might be about 50 or 60 farms for sale, and perhaps as many to rent. The soil is generally good, clay and loam; the price of land will range from \$6 to \$30 per acre.

The Council of the Village of Newburgh, in the County of Addington furnish me with the following information in reference to manufactories in that municipality. They have in operation one machine shop, one foundry, two saw-mills, two grist-mills, two carding and fulling mills, two axe factories, two potash manufactories, two chair and cabinet shops, four blacksmith shops and one tannery. The average hands employed in each of the above are six; almost all of them are married men. They have a first rate water privilege, the stream dividing the village, and a good fall on each. There is just finished a large factory for manufacturing tweeds, blankets, and which will, it is thought, give employment to at least 30 operatives.

G. S. Daintry, Esq., Mayor of Cobourg, writes to me that in the Corporation of Cobourg they have only one manufactory of any consequence besides two grist-mills and a saw-mill. There are two foundries doing a small business, two breweries and a large distillery. The particulars of the latter are as follows:

Capital in building, \$80,000; capital to carry on business, \$100,000; quantity of grain manufactured, 150,000 bushels annually, and consumes 3,600 cords of wood per annum; 35 hands are employed, and 500 head of cattle fed, also 1,500 hogs per annum.

In the wollen factory there are five sets of running machinery, employing 100 hands the year round. Cash capital employed apart from cost of building and machinery, is about \$30,000.

Cobourg is surrounded by a fine agricultural country, and the farmers employ a large number of laborers, dependent on immigration for their supply. Mr. Daintry also says that they are in great hopes of being able to get their railroad to Peterboro' in operation next season, in which case employment will be afforded to a considerable number of immigrants.

Mr. David Campbell, Clerk of the Municipality of Ramsay, in the County of Lanark, replies to my circular as follows:

The Township of Ramsay contains several villages, the most important is the thriving Village of Almonte, situated on the banks of the Mississippi River, through which also passes the Brockville and Ottawa Railroad, having a station located there. The manufactures are Rosamond's Woolen Mills, employing 60 hands, capable of turning out annually goods to the amount of \$100,000; invested capital, \$50,000. Tannery owned by Rosamond, employing five hands besides water power, capable of turning out goods annually to the amount of \$16,000; capital, 8,000. Almonte Woolen Mills, owned by J. McIntosh, employ 40 hands, capable of yielding goods annually to the amount of \$50,000; capital invested, 30,000. Saw-mill owned by Mr. A. Lang, doing considerable business; capital, \$4,000. Three grist-mills, employing several hands with an aggregate capital of \$20,000, chiefly custom work. Two shingle factories, besides a sash factory, also window blind factory and chair and cabinet factory; capital invested, \$2,000.

About four miles further up the river is the Village of Appleton, with a woolen factory, owned by R. Tisky, employing sixteen hands, capable of yielding annually goods to the amount of \$40,000; capital invested, \$20,000. Grist-mill, owned by J. Tisky,

capital, \$8,000. Tannery, owned by J. & P. Crane, capable of yielding goods annually to the amount of \$3,000; capital, \$4,000. Snedden's Rapids, about four miles down stream, below Almonte, Saw-mills, owned by A. Marshall, employs several hands, yielding annually \$14,000 worth of lumber; capital invested, \$7,000. Grist-mill, owned by R. Henderson; capital, \$4,000.

Village of Clayton, situated upon Indian Creek—Grist-mill, owned by D. Drummond; capital, \$6,000. Saw-mill, also, with an invested capital of \$4,000; besides a shingle factory and a carding-mill.

One mile down creek below Clayton—a saw-mill, owned by James Smith; capital \$2,000.

Woodside Mills, also on the Indian Creek, owned by Messrs. Baird; capital, \$8,000.

Ramsey Lead Mines, incorporated, employ about 40 hands; invested capital, \$20,000.

The Reeve of Pakenham, in the County of Lanark, informs me that in that township they have one woolen factory in course of erection; five saw-mills capable of cutting 16,000,000 feet of lumber, employing 40 men annually; one grist-mill, capable of grinding 150,000 bushels annually.

A few good farms for sale at from \$4 to \$20 per acre.

The Reeve of Dalhousie, County of Lanark, writes me that the township is very rough and rocky, not well adapted for agricultural purposes except for pasturage, and does not consider it advisable to send many immigrants there. However, a few going there annually could find employment amongst the farmers of the township. They have one grist-mill with three run of stones; five small saw-mills; one fulling and carding-mill, which are all employed for local demands. Farms may be bought at from \$1 to \$12 per acre. No farms to rent. The soil is generally good, but very stony. The chief exports are fat cattle, butter and pork; and oats and hay for the lumber trade.

Reeve of Leeds and Lansdown, rear, writes to say that in his municipality they have no cotton or woolen factories, scutching mills, machine shops or foundries; but at Seeley's Bay, there is a steam saw-mill and wagon maker's shop; and a grist-mill, saw-mill, carding-mill and fulling-mill, at Furny's Falls, employing nine men; and several wagon-makers' and blacksmiths' shops throughout the municipality. The Reeve also remarks that there is an excellent water privilege at Lindhurst; should it fall into the hands of an enterprising person, it would soon spring up to a flourishing village.

The Reeve of the Council of Elizabethtown, in the County of Leeds, informs me that in the village of Lynn they have two tanneries, one grist-mill, one saw-mill, one woolen factory, one scutching-mill, one broom factory, one foundry, one sash factory, employing about 50 hands. In Maitland, they have one distillery, one grist-mill with steam saw-mill attached. The grist-mill consumes 750 bushels of grain per day. One tannery, one scutching-mill and one foundry, in all requiring 40 hands. In addition to the above, there are three grist-mills and six saw-mills throughout the township; the Reeve, however, says that all the establishments are well supplied with hands, at all times, so that the council could hold out no inducements to immigrants at present.

The Township Clerk of Adolphustown writes to say that they have no manufactories of any kind in that township, but that there is no better land for agricultural purposes in Canada than there is in that township. With reference to farms for sale or to rent, he says there are for sale probably about six, and the same number to rent; prices range from \$35 to \$40 per acre; the rent of land will average about \$1.40 per acre.

The Reeve of the Township of Bixley sends the following information:

The Township of Bixley is situated about the centre of the County of Victoria, its front being about 18 miles from the town of Lindsay to the terminus of the Port Hope and Lindsay Railroad; and bounded on the east by the waters of Gull River and Balsam Lake.

The township is comparatively unsettled, possessing only one saw-mill and no manufactories of any other description. The saw-mill is capable of cutting 20,000 feet of lumber per day, and gives employment to 40 hands. There are several thousand acres of unimproved lands for sale, a large portion of which is of good quality; the soil varying, its general character, however, is of a dark rich loam, occasionally sandy loam, with some sections of heavy clay. Other portions may be said to be of comparatively little value at present, stone and rock being found in great abundance. The prices vary according to the

quality and situations of the land, the better qualities varying from \$3 to \$5 per acre, say one-fourth down, and the balance on reasonable terms, generally to suit the purchaser.

The Government hold very little if any land in this municipality. Intending purchasers of unimproved farms cannot do better, with moderate means, in any part of Canada than in this township. It is conveniently situated; well watered with lakes, rivers and streams, and is remarkably healthy. The land is well adapted to the growth of wheat, and other cereals, and produces abundantly; potatoes and turnips are grown with very great success. Live stock seem to thrive here remarkably well, especially horned cattle and sheep.

There is a splendid opening for 40 or 50 families in this township, possessing a little means to start with. A number of immigrants, both male and female, would find constant employment and liberal wages in Bixley. The settlers are principally Protestants, English, Irish, Scotch, and Canadians. The township is now being well opened up with roads, &c. There are schools, churches and post offices throughout the township. The best route to the township in the summer is by railroad to Lindsay, steamboat to Fenelon Falls, and sail boat or wagon to the Village of Cobacouek.

The Reeve of the Township of Smith, in the County of Victoria, informs me that in the Municipality of Smith and Harvey they have nine saw-mills, cutting 20,000,000 feet of lumber, which gives employment to 200 men; capital employed, \$200,000; two shingle-mills, manufacturing 1,000,000 shingles, employing 8 men; capital employed, \$1,000; three grist and flouring mills, employing 12 men; capital employed, \$50,000. The above statement is made from what has been manufactured during the present year but the mills are capable of performing more work and to give employment to more men. A number of farms are for sale in Harvey, and a road is being surveyed which, when completed, will open up most of the best land in the township. The soil is light loam upon limestone—price, from \$1 to \$4 an acre.

Township Clerk of Bastard, in the County of Leeds, in reply to my circular, says that in that township there are eight saw mills, employing about two hands each, with a capital of about \$500 each; four grist-mills, employing two hands each; capital about \$1,000 each; one carding-mill, two hands, capital about \$250; two shingle machines, four hands each, capital about \$400 each; and one foundry about four hands, employed capital about \$1,500. No farms for sale unless at a high rate, and but few to rent.

John Stevenson, Esq., Warden of the County of Lennox and Addington, and Reeve of Napanee, in reply to my circular says, that the Village of Napanee contains over 2,000 inhabitants. There is in it one flouring mill, one woolen factory, two foundries, two machine shops, two saw-mills, three cabinet factories, one tannery and a number of other manufacturing establishments of smaller kinds. He is unable to give the amount of capital employed or the number of operatives engaged in the various branches. There are a number of farms in the vicinity of Napanee, both for sale and to rent; the value of good farms with fair farm buildings is from \$20 to \$30 per acre, and there are plenty for sale at those prices.

The price of rented lands per year on ordinary farms is from \$1.50 to \$2 per acre for arable land.

The lands in Lennox and Addington being of good quality, the climate good and healthy, with easy and cheap access to market, either by rail or water communication or macadamized roads, renders that section of country particularly inviting to immigrants wishing a comfortable home in this country, as with a moderate amount of means they can become freeholders of improved farms in the most delightful and healthy part of the world. The country being long and well settled, there is always work among resident farmers for the newly arrived immigrant, without means, at fair wages, until he is able to become a proprietor himself. Some of our most prosperous farmers have begun in this way and succeeded well. The country bordering on the Bay of Quinté only needs inspection to be fully appreciated by any party requiring a good and pleasant location.

Mr. Stevenson says in conclusion, that it will give him pleasure at all times to forward my views with his personal exertions in obtaining favorable locations for such immigrants as may be sent to this section of the country.

Upon inquiring I find that the following manufacturing establishments are in successful operations in the City of Kingston and vicinity:

The Canada Engine and Machinery Works, capital, \$50,000, constantly employs 150 men; say 50 finishers or machinists, 30 blacksmiths and helpers, 20 moulders or iron founders and helpers, 50 boiler makers and laborers. Average wages paid amounts to about \$1.35 for each man per day. The value of engines and machinery manufactured yearly amounts to about \$120,000.

Kingston Foundry and Machine Works employ about 50 men; turn out machinery, such as steam engines, boilers, and mill gearing, to the value of about \$50,000 yearly.

There are one or two other small foundries for the manufacture of stoves and ploughs.

Kingston Rolling and Axle Factory employs about 40 men; this establishment is capable of rolling five tons of iron a-day, puddling and scrap furnaces; they also manufacture about one ton of carriage and wagon axles a-day; capital employed \$50,000.

Kingston Marine Railway and Ship yard employ from 50 to 80 men on an average in Ship building and repairing vessels; say 40 shipearpenters, 2 blacksmiths, 10 labourers, and 10 or 12 house-carpenters, and about 12 caulkers, capital employed in payment of men and material about \$50,000 a year.

Portsmouth Shipyards, where they build sea-going vessels principally; employ 250 men; say 180 shipearpenters, 20 blacksmiths, and the remainder are employed as laborers and sawyers, capable of constructing six or seven ships a year, equal to about 8,000 tons; \$80,000 to \$90,000 yearly expended in payment of men.

Portsmouth Tannery employ 16 men, manufactures from \$50,000 to \$60,000 worth of sole leather a year. Capital about \$50,000.

Morton or Kingston Brewery and Distillery employs about 50 men. Capital \$100,000, employed yearly; manufacture into spirits about 100,000 bushels of grain, during the course of the year. Buildings cost about \$150,000.

There are several other smaller breweries in operation, but only employ five or six men each.

The above mentioned are the principal manufactures in and about Kingston, there are however, a number of blacksmiths and carriage-makers' shops, tinsmiths, &c., too numerous to mention separately in a report of this kind.

In conclusion, I beg to hand you copies of letters received by me from the various collectors of customs within the limits of my agency in reference to the number of entries made at their respective offices by settlers from the States during the past year, and the value of effects brought in by such immigrants, also their opinion as to the class of settlers and the amount of cash capital introduced by them, and stating any cases where the settlers were known to them to have purchased property in this country or commenced business of any kind.

CUSTOM HOUSE, Prescott, 30th November, 1864.

DEAR SIR,—In reply to yours of the 28th instant, I beg to inform you that the number of settlers' entries made at this port from 30th November, 1863, to 30th November, 1864, is 273, and the value of property entered as settlers' effects is \$16,272. As only one entry is made for a whole family, these figures do not by any means shew the number of immigrants, though I am inclined to think if you were to multiply the number of entries by 5, the result would approximate the immigration as represented by entries; it must be borne in mind that parties are daily arriving from the States, who intend to make Canada their home, who bring nothing with them, and consequently do not go through the Custom House.

As to the cash capital which parties may have brought with them, I have no means of knowing anything positively, though I have heard of several farms being purchased by Americans, and also know that some of them have commenced business of other kinds. I should think that the amount of capital introduced by this class of persons is not large, the great difference in the value of current money in the two countries would prevent this.

The immigration to Canada in this neighborhood is, I am sorry to say, generally of a class of people who cannot be considered a valuable acquisition, being composed largely of bounty-jumpers, skeddaddlers, deserters and others who have not come here through choice, but by the "fortunes of war."

If the Emigration Department would apply to the Commissioner of Customs, Collectors of Customs might be instructed to ascertain, when receiving entries, the number of emigrants coming in thus, making a valuable addition to the statistics without trouble or expense.

(Signed,)

A. W. STUKER.

Collector.

The Collector of Customs at Picton says, that he is not aware of any settlers from the States having brought any amount of cash capital, nor of purchasing any property in the vicinity of Picton.

The Collector of Customs at Morrisburgh remarks that he has no means of ascertaining the amount of money in the possession of the settlers from the States, they were generally of the poorer class who seemed to be avoiding the American draft, with the exception of the firm of H. B. Beaddington & Co., who have erected a Flax Mill in this vicinity whose capital cannot be less than \$20,000.

The Collector of Customs at Brockville says, with reference to the value of effects of settlers as entered in his office this year, that it is only an approximation to the real value, which consists in household goods and farming implements, horses, &c., he has no knowledge of any cash capital being brought into the Province at his port.

The Collector at the Port of Brighton cannot say with any certainty that any cash capital has been brought in by settlers from the States, but from the appearance of the settlers and the style of their baggage, he would imagine that money was scarce among them. Three of them, however, had commenced business as harness makers, and the rest seemed to have settled down as choppers, laborers, and loafers.

The collector at Gananoque says that some of the settlers may have brought capital with them, but in his opinion, the amount would be very small. They were all of the laboring classes and consequently poor, and have established themselves in and about the limits of Gananoque, two or three would appear to be a little wealthier than the rest from the value of their effects.

The Collector at Port Hope remarks that little or no cash capital has been brought in by the settlers at his port, that they were mostly a poor class of people, getting their living as best they may.

J. M. Merryman, Esquire, Collector at the Port of Cramabe, says that he has no reason to believe that any one of the settlers possessed any cash capital, as all appeared to be in very ordinary circumstances, and not one to his knowledge has purchased any property.

The Collector at Belleville says that with one exception [that of a man said to be worth \$30,000] parties coming to that port from the States have, as far as known, been in poor circumstances.

The Collector at the Port of Trenton says that all settlers' entries made at his office this year were made [with the exception of one] by persons who formerly resided in Canada, he did not make any enquiries as to the cash capital brought in, consequently could not give any idea of the amount, if any.

The Collector of Cobourg says he cannot give any information asked for by me except the number of entries made and the value of settlers' effects.

Collector of Customs at Port Colborne says that of the forty-nine settlers who made entries at his office, none were known to possess cash capital, being for the most part of the poorer classes, among them, however, was one shoemaker, one tailor, and one gunsmith now carrying on their business in Colborne, the others are in no kind of business, being simply laborers, and settled in the vicinity.

Anthony Dixon, Esq., Collector of Customs at Port Darlington informs me that he is not aware that any of the settlers brought in cash capital worth mentioning, one of them, however, to his knowledge bought fifty acres of land, and sold his farm in the State of New York; two have rented farms; one has embarked in the manufacture of tar; there are about a dozen mechanics who obtained work in a large cabinet factory at Darlington the remainder were principally farm laborers and are now working with farmers in the neighborhood.

You will see by the foregoing information obtained from the collectors of customs, that with very few exceptions the settlers who came in from the states, were of the poorer class, and that comparatively speaking very few of them were known to have purchased land or commenced business in this country of any kind, except as labourers, some however, appear to have introduced capital, and have embarked in manufacturing and other kinds of business.

Trusting that the foregoing report and statements annexed will prove satisfactory to you, and that increased efforts will be made in Europe to direct emigration to this country, and that we may receive a fair portion of next year's immigration in Central Canada.

I have the honor to be, sir,

Your obedient servant,

JAMES MACPHERSON,
Agent.

RETURN shewing the number of entries made by settlers from the United States at the various Custom Houses between Morrisburgh and Darlington inclusive, between 30th November 1863 and 30th November 1864, with the value of effects brought in with the settlers.

NAME OF PORT.	No. of entries made.	Average number of persons.	Total number of persons arrived at each port, per average.	Value of effects as reported.
				\$ cts.
Morrisburgh	57	3	171	5685 00
Prescott	273	3	819	10272 00
Brockville	117	3	351	11142 00
Gananoque	73	3	219	6944 00
Picton	17	3	51	1672 00
Belleville	64	3	192	4711 00
Trenton	13	3	39	833 00
Cramahc	23	3	69	1435 00
Brighton	21	3	63	922 00
Colborne	49	3	147	3380 00
Cobourg	58	3	174	2550 00
Port Hope	102	3	306	8732 00
Darlington	22	3	66	1718 00
Kingston	342	3	1026	24308 00
	1231	× 3 =	3693	\$ 90304 00

JAMES MACPHERSON,
Agent.

GOVERNMENT IMMIGRATION OFFICE,
Kingston, 31st December, 1864.

STATEMENT shewing the number of destitute immigrants who arrived at Kingston during on their account in

Date of arrival.	Name of immigrant or head of family.	From what country.	Viâ what seaport town.	Destination.
1864.				
January 2	Mrs. Hamilton and family	Scotland	Portland	Toronto
	Ewait and Donnachy and families	do	Quebec	Peterborough
April 13	R. Smith and family	do	New York	Lower Canada
May 23	Hy. Henningham and family	England	Quebec	Barrie
" 28	J. Moon and three sons	do	do	Adolphustown
" 31	P. Hanly and three sisters	Ireland	do	Wellington
" 31	E. Colwell and child	do	New York	Ottawa
June 6	F. Harrison and family	England	do	do
" 21	C. Hamilton and family	Scotland	Quebec	Mill Point
" 24	Mrs. Hughes and son	England	do	Olden
July 1	James Brown	Scotland	do	Kingston
" 4	A. Dunns and two other families	do	do	Peterborough
" 4	J. Lamonts and four other families	do	do	Bay of Quinte
" 5	D. McDonald and six others	Ireland	do	Kingston
" 6	John Kane	do	do	Amherst Island
" 8	R. Richardson and family	Scotland	do	Pittsburgh
" 8	Jane McCann and son	Ireland	do	Adolphustown
" 8	D. Finlayson and family	Scotland	do	Fredericksburgh
" 14	R. Jackons and three other families	do	do	Cavan, Bay of Quinte & Kingston
" 20	Seven Germans	Germany	do	United States
August 1	Rose Riley, Rose Donnelly and child	Ireland	do	Cavan
" 16	Wm. Gay	England	New York	Perth
" 29	Geo. Leidsberg	Sweden	Quebec	Picton
" 29	C. G. Wellqure and eight others	do	do	Gananoque, Garden Island & Kingston
" 28	J. Monarty	Ireland	do	Toronto
" 30	R. James	do	do	Ernestown
Sept. 1	E. Howe and 12 others with children	do	do	Cavan
" 3	C. Bright and three other families	Scotland	do	Kingston & Picton
" 3	F. Kimpton	England	do	Toronto
" 15	A. McGee	Scotland	do	Kingston
" 16	David Stoke	Ireland	do	Cavan
" 27	F. Strentz	Scotland	do	Toronto
October 18	Johanna Daly and eight others	Germany	do	do
" 26	Bridget Gleeson	Ireland	do	Kingston
" 31	John D. Hill and family	do	do	Ottawa
" 31	John D. Hill and family	England	do	Toronto

RECAPITU

Number of immigrants from England assisted	27
do do Ireland	53
do do Scotland	132
do do Germany	12
do do Sweden	10

Total..... 234

Cost of transport	\$121 79
do lodgings and provisions	49 11

Total.....\$170 90

the season of 1864; from what country they came; by what route, and expense incurred transport and provisions.

Number of male adults.	Number of female adults.	Number under four years.	No. over 4 years and under 12.	Amount of passages paid.	Amount of provisions & lodgings.	
				\$ cts.	\$ cts.	
2	5	2	4	7 50	0 60	Tickets to Toronto and bread.
1	1	1	4	5 00	9 00	Property last year—see special account vouchers, and quarterly account, ending 31st of March. Sent from New York in place of Montreal. I gave tickets from here to Montreal.
1	1	2	2	1 50	0 10	I gave him one ticket to Toronto, and bread.
4	3			2 00	1 00	Tickets to Adolphustown and lodgings over Sunday.
1	1	1		3 00	0 80	Tickets to Picton and bread.
1	1	1	1	1 75	0 20	Tickets for Ottawa and bread.
1	1	1	1	1 75		One ticket to Ottawa.
1	1	1	2	2 25	1 90	Glasgow operative.
1	1				1 05	Lodging, provisions and bread.
3	3	2	4	15 75	0 10	Loaf of bread.
10	10	12	7	21 38	2 38	Glasgow operatives—Tickets to Peterborough and bread.
7					15 30	Skye people—Tickets to Mill Point, and bread.
1					1 95	Lodgings for one night and bread.
1	1	2	1	0 25		Ticket to Amherst Island.
1	1	2	1	0 75	0 40	Tickets to Cowan's Wharf, and bread.
1	1		1	0 75		Ticket to Adolphustown.
4	4	2	1	1 50	0 60	Skye people—Tickets for Bath, and bread.
4	4	5	7	4 35	1 20	Glasgow operatives—Tickets to one family for Millbrook.
3	4				0 70	Very destitute—gave them some bread. Their countrymen here paid passage to them.
	2	1		2 90	0 60	Ticket to Millbrook, and bread.
1				1 75		Ticket to Perth.
1				0 75		Ticket to Picton.
9				2 50	2 35	Tickets to Garden Island and Gananoque.
1					0 75	Ticket in part to Toronto.
	1			0 38		Ticket to Bath.
	13		8	24 65	1 80	Nap Union Girls—Tickets to Millbrook.
4	5	5	4	2 38	0 40	Glasgow operatives.
1				2 50		Ticket to Toronto, to join relatives.
1	1				0 40	Bread.
1				1 00		Ticket to Port Hope.
1	1		1	3 00	0 85	Ticket to Toronto.
1	1	2	1	3 75		Tickets to Toronto, at request of Mr. Wills.
	9				2 00	Limerick Union Girls.
	1			1 25	0 33	Going to join her uncle.
1	3	2	3	7 50	2 15	Lodgings and bread for one night. Tickets to eight to Toronto, at request of the Ottawa Agent.
65	75	43	51	124 04	48 11	

L A T I O N .

Number of men	65
do women	75
do children under 4 years	43
do children over 4 and under 12 years	51

Total..... 234

Equal to an average cost of 91½ cts. for each adult.

RETURN OF THE KINGSTON AGENCY FOR THE YEAR, 1864.

1. State the number and nationalities of the immigrants that reached you, the route they came by, and their probable destination.

	Via St. Lawrence.	Via States.	Total.	Remained in Canada.	Went to the States.
English	63	19	82	82	.....
Irish	121	45	166	166	.....
Scotch	127	7	134	134	.....
Germans	43	4	47	40	7
Swedes	13	.....	13	13	.....
American Citizens .....	.....	3693	3693	3693	.....
Other Countries, Denmark .....	.....	6	6	6	.....
Total for the year	367	3774	4141	4134	7

2. What was their general condition? How many applied to you for relief? How many were assisted, and in what manner did you dispose of them?

The general appearance and health of the immigrants this year was good; but a large proportion of the European emigrants, who landed here, were destitute of money; really one-half requiring assistance—there being no less than 234 souls who applied to me for relief, and were assisted in transportation, lodgings and provisions to the amount of \$170.90, which would be equal to about 92 cents, on an average, for each adult assisted.

3. What description of labor is most required in your District? and how many persons of either sex could you probably find employment for?

Farm servants, both male and female, are more required than any other, provided they arrive early in the spring, or about harvest time. Employment could now be obtained for 500, or 1,000 men and 300 or 400 servant girls, if the former understood farm work and the latter understood how to milk and do the general work about a farm house.

A few iron founders (or moulders), ship carpenters, machinists (or finishers) and good joiners could almost always be furnished with employment within the limits of my agency.

4. Give the details of the expenditure at your agency during the year 1864:

Transport	\$124 04
Provisions	48 11
Printing, Stationery and Office Rent	64 06
Incidental Expenses, including messenger, travelling expenses, postage, fire, wood, &c., &c.	193 52
	\$429 73
Agent's salary	800 00

Total amount of expenditure in 1864.....\$1229 73

5. State as near as you are able what capital has been introduced into your district by immigrants, and how many have purchased land or settled, and in what localities; also, add any remarks or suggestions which you may deem desirable.

For answers to this query see second page of my annual report.

STATEMENT of the ordinary articles of food and raiment required by the working classes and the average wages paid to laborers, mechanics, &c., during the year 1864.

List of retail prices of ordinary articles of food and raiment required by the working classes.		Return of the average wages paid to laborers, mechanics, &c., for the year 1864.		
			Per Diem.	Per month, with board.
			\$ cts.	\$ cts.
<i>Provisions.</i>		<i>Males.</i>		
Bacon (per lb.)	\$ 0 10	Boiler Makers	1 00 to 2 50	
Bread, best white, 4lb. loaf; brown	0 10	Printers and Bookbinders	None wanted	
Butter, salt (per lb.)	0 20	Blacksmiths	1 00 to 1 75	
Beef 7cts per lb, mutton 7cts per lb., veal, pork (per lb.)	0 10	Bakers		12 00
Beer (per quart)	0 08	Butchers		12 00
Candles (per lb.)	0 12½	Bricklayers or Masons	1 00 to 1 25	{ in wkr, 1 to 125 in sum.
Cheese	0 12 to 0 15	Carpenters	1 00 to 1 50	
Coffee (per lb.)	0 25	Cabinet-makers	1 00 to 1 25	
Eggs (per dozen)	0 20	Coopers	1 00 to 1 25	
Flour (per barrel), 1st quality	5 25 to 5 50	Coachmen and Grooms		8 00 to 12 00
Do do 2nd quality	4 25 to 4 50	Curriers	1 00 to 1 50	
Fish, dry or green Cod (per owt.)	4 50	Conchmen and Grooms		8 00 to 12 00
Firewood (per cord)	2 50 to 3 50	Do (common)		8 00 to 10 00
Ham (per lb.)	0 10	Farm laborers (skilled)		10 00 to 15 00
Herrings (per barrel)	5 00	Do		8 00 to 10 00
Mustard (per lb.)	0 30	Gardeners		10 00
Milk (per quart)	0 05	Millwrights	1 25 to 1 75	
Oatmeal (per owt.)	3 00	Millers	1 00	
Pepper (per lb.)	0 15	Machinists or Finishers	1 25 to 2 00	
Potatoes (per bushel)	0 40	Painters	1 00	
Rice (per lb.)	0 04½	Plasterers	1 00	
Soup, yellow (per lb.)	0 05	Plumbers	1 25	
Sugar, brown (per lb.)	0 09 to 0 10	Pattern Makers	1 25 to 1 62	
Salt (per bushel)	0 30	Shoemakers	Generally	
Tea, black (per lb.)	0 30 to 0 90	Sawyers	1 25 to 1 75	
Tobacco (per lb.)	0 25 to 0 40	Shipwrights	1 00 to 1 50	
		Stonemasons	1 25 to 1 50	
		Saddlers and Harness Makers	1 00 to 1 50	
		Tanners		16 00
		Tailors	abt. \$6 w'k	
		Tinsmiths	1 00	
		Wheelwrights	1 00 to 1 25	
		Rollers of Iron	1 50 to 2 00	
		Puddlers of Iron	4 00 to 5 00	
		Heaters of Iron	4 00 to 5 00	
		Moulders or Iron Founders	1 25 to 2 00	
		<i>Females.</i>		
		Cooks		4 00 to 6 00
		Dairymaids		4 00
		Dressmakers and Milliners	20c. to 25c.	
		Household Servants		2 00 to 5 00
		Laundry Maids		4 00
<i>Clothing.</i>				
Blankets	\$2 00 to 8 00			
Rugs	0 80 to 1 20			
Flannel (per yard)	0 25 to 0 60			
Cotton Shirting (per yard)	0 18 to 0 33			
Sheeting, nar'w, 20c to 25c, wide	0 50 to 0 75			
Canadian Cloth (per yard)	0 75 to 1 50			
Shoes, Men's	1 25			
Do Women's	0 50			
Boots, Men's	2 25			
Do Women's	1 12			
Ind. Rub. Overshoes, Men's	0 75			
Do do Women's	0 60			

REPORT OF MR. J. A. DONALDSON, IMMIGRATION AGENT, TORONTO.

GOVERNMENT IMMIGRATION OFFICE,
Toronto, 10th January, 1865.

A. C. Buchanan, Esq.,
Chief Emigration Agent,
Quebec.

SIR,—I have now the honor to lay before you the annual report for this agency, for the year 1864. The few months I have had the honor of filling the office will, I trust, be sufficient apology for its not being so full as I should like—the season for the arrival of immigrants being far advanced when I entered on my duties.

According to returns made to this office, 7,363 immigrants arrived at Toronto Agency during the year just closed. Of this number 6,996 landed at Quebec, and reached Toronto by rail and steamboat. The remaining 367 landed at New York, and arrived in Canada *via* the Suspension Bridge. The expenditure, on account of immigrants during the year, as per abstract accompanying this report, amounts to the sum of \$4,508. The immigration of the last season, though not large, has been of a very satisfactory character, as a large proportion of those who reached Toronto remained in the Province, *viz.*: 4,454 to 2,907 that went to the Western States. Their general health was exceedingly good; only one death occurred at Toronto, occasioned by illness on the voyage.

A large number came out for the purpose of joining friends already settled in Canada. Those who had no particular destination were forwarded to places where they found ready employment; and as no complaints have been made, I have every reason to believe they found work.

The demand for common laborers during the summer months has been fully equal to the supply. There being no public works at present going on in the Province and farmers require little assistance during the winter, consequently the demand is limited.

The great demand for men in the Northern States and high rate of wages, no doubt, has caused numbers of the emigrants from the United Kingdom to go there; and it is to be regretted that many of our young Canadians have left Canada under the same delusion, while at the same time we have numbers of Americans coming to this country; they can only be looked on as transient visitors, not permanent settlers.

From the most reliable information I have been able to collect, from \$30,000 to \$40,000 has been brought into this district this year; but, no doubt, a much larger sum has found its way into Canada through this agency, but from the reluctance generally evinced by immigrants to state the actual amount of capital they possess, it is difficult to get any reliable information from them.

The present unsatisfactory way in which the Passport System is being carried on has a most injurious effect, and has already been the means of throwing a large number of *employés* out of employment in connection with our railways. The complaints from the failure in the wheat crop, especially in most of the *front townships*, bordering on the lakes, has become quite alarming, and goes far to decrease the demand for laborers in Western Canada. However, it is gratifying to be able to state that in many districts the farmers are turning their attention more to feeding cattle and raising other crops, such as *flax*, *hemp* and *tobacco*.

You are aware, Sir, I have been taking some little interest in promoting the culture of flax in Western Canada for some years back, and from a recent visit in company with yourself to several of the mills and manufactories lately put in operation, I trust you will see the advantages to be gained by fostering in every possible way this new and important branch of Canadian industry. We have already some forty scutching mills at work in various parts of the Province; two extensive linen manufactories; three oil mills, for converting the seed into linseed oil and oil cake for feeding cattle. Men of capital and enterprise are now beginning to give this subject a large share of their attention. The Messrs Gooderham & Worts who erected one of those oil mills lately in Toronto, are also going to establish a large linen manufactory at the Village of Streetsville, and intend putting in the ground some twelve hundred acres of flax, next spring. The importation of a quantity of New Riga Seed, into this country, would be an immense benefit, and many

farmers that I have talked with on the subject would be willing to pay back the first cost in case the Government would import a quantity for sowing next year.

While it is difficult to find employment in almost any other branch of agriculture for the laboring classes, we hear constant enquiries for flax scutchers and parties who understand its manufacture. It will be quite safe, when immigration commences next spring, to offer any inducement to this class of laborers, as it is fully expected there will not be less than fifty thousand acres grown in Canada next year. This will necessarily cause a large number of mills to be put into operation, and will open a field for a large increase of immigration.

There is also a great increase in the growth and manufacture of tobacco; there are no less than eight extensive manufactories in this city, giving employment to a large number of hands.

Another new manufactory has lately been erected near the city limits, for the manufacture of spirits of turpentine, which is done from pine stumps, and at present high prices of this article, it has proved most remunerative to the party who has embarked in this new and novel undertaking.

With such additional inducements, I hope we will see a large increase in our numbers next year.

I have the honor to be, sir,

Your obedient servant,

JOHN A. DONALDSON,
Government Immigration Agent.

Return of the number of men, women and children provided with free passage, during the year 1864, at the Toronto Agency :

Countries.	Men.	Women.	Children.	Total.	Remarks.
England	62	42	63	167	Those parties were assisted with food and temporary shelter.
Ireland	77	72	47	196	
Scotland.....	88	89	135	312	
Germany.....	25	18	31	74	
Norway	1	....	....	1
	<u>253</u>	<u>221</u>	<u>276</u>	<u>750</u>	

In addition to the above seven hundred and fifty, 1,429 also received food and temporary shelter, as shewn by the Quarterly Return, but no classification has been kept of such parties.

JOHN A. DONALDSON,
Government Immigration Agent.

Toronto, 27th January, 1865.

RETURN OF THE TORONTO IMMIGRATION AGENCY, FOR THE YEAR
ENDING 31st DECEMBER, 1864.

1. State the number and nationalities of the immigrants that reached you, the route they came by, and their probable destination.

	Viâ	Viâ	Total.	Remained in	Went to the
	St. Lawrence.	States.		Canada.	States.
English	1554	211	1765	1724	41
Irish	1624	205	1829	1489	340
Scotch	1226	49	1275	1249	26
Germans	1826	3	1829	386	1443
Norwegians	998		998		998
American Citizens		10	10	10	
Other Countries	150		150		150
Previously reported.....	7378	478	7856	4858	2998

2. What was their general condition? How many applied to you for relief? How many were assisted, and in what manner did you dispose of them?

General condition good. 2,179 were assisted and provided with relief, out of which 750 were forwarded by rail or steamer to the nearest point of their destination.

3. What description of labor is most required in your district? and how many persons of either sex could you probably find employment for?

Farm laborers, mechanics, and especially parties who understand scutching and preparing flax for market.

Difficult to say the exact number that could find ready employment.

4. Give the details of the expenditure at your agency during the year 1864:

Transport	\$931 48
Provisions	131 22
Medical aid	2 00
Printing, stationery, and office rent.....	466 94
Incidental expenses.....	451 65

Total \$1,982 69

5. State as near as you are able what capital has been introduced into your district by immigrants, and how many have purchased land or settled, and in what localities; also add any remarks or suggestions which you may deem desirable.

Several parties arrived at this Agency with considerable amount of capital. It is difficult to state the exact amount. Particulars have already been given in each monthly return.

J. A. DONALDSON,
Government Immigration Agent.

Toronto, 17th January, 1865.

STATEMENT of the ordinary articles of food and raiment required by the working classes, and the average wages paid to laborers, mechanics, &c., during the year 1864.

List of retail prices of the average ordinary articles of food and raiment required by the working classes, for the year 1864.		Return of the average wages paid to laborers, mechanics, &c., for the year 1864.		
			Per diem.	By month, with board.
Provisions.	\$ cts.	Males.	\$ cts.	\$ cts.
Bacon (per lb.).....	0 12	Bookbinders and Printers.....	1 25	25 00
Bread (best white), 10cts. per 4lbs; Brown, 9cts. per 6lbs.		Blacksmiths	1 00	20 00
Butter, salt (per lb.).....	0 20	Bakers	1 00	20 00
Beef, Scts.; Mutton, Scts.; Veal, Scts.; Pork, Scts. per lb.		Butchers	0 75	15 00
Beer (per quart).....	0 10	Brickmakers.....	1 00	20 00
Candles (per lb.).....	0 12	Bricklayers or Masons.....	1 25	25 00
Cheese (per lb.).....	0 15	Carpenters	1 00	20 00
Coffee (per lb.).....	0 20	Cabinet-makers	1 00	20 00
Eggs (per dozen).....	0 18	Coopers	1 00	20 00
Flour (per barrel), 1st quality.....	5 25	Couchmen and Grooms.....	0 75	15 to 20 00
Do do 2nd do	4 50	Carriers	1 00	20 00
Fish, dry or green Cod, (per cwt.).....	4 00	Farm laborers (skilled).....	0 75	20 to 25 00
Firewood (per cord).....	5 00	Farm laborers (common).....	0 50	12 to 20 00
Ham (per lb.).....	0 12	Gardeners.....	0 50	12 to 20 00
Herrings (per barrel).....	3 50	Millwrights	1 25	25 00
Mustard (per lb.).....	0 15	Millers	1 00	20 00
Milk (per quart).....	0 05	Machinists.....	1 00	20 00
Oatmeal (per cwt.).....	2 50	Painters	1 25	25 00
Pepper (per lb.).....	0 10	Plasterers.....	1 25	25 00
Potatoes (per bushel).....	0 50	Plumbers	1 00	20 00
Rice (per lb.).....	0 05	Shoemakers	1 00	20 00
Soap, yellow (per lb.).....	0 05	Sawyers	1 00	20 00
Sugar, brown (per lb.).....	0 05	Shipwrights.....	1 00	20 00
Salt (per bushel).....	0 10	Stonecutters.....	1 25	25 00
Tea, black (per lb.).....	1 00	Saddlers	1 00	20 00
Tobacco (per lb.).....	0 80	Tanners	1 00	20 00
		Tailors	1 00	20 00
		Tinsmiths.....	1 00	20 00
		Wheelwrights.....	1 25	25 00
		Whitesmiths.....	1 00	20 00
		<i>Females.</i>		
		Cooks		5 to 6 00
		Dairymaids		4 to 5 00
		Dressmakers and Milliners.....		6 to 10 00
		Household Servants.....		4 to 5 00
		Laundry Maids.....		4 to 5 00
<i>Clothing.</i>				
Blankets (pair).....	\$ 5 00			
Rugs (each)	2 50			
Flannel (per yard).....	0 40			
Cotton Shirting (per yard).....	0 40			
Sheeting (per yard).....	0 50			
Canadian Cloth (per yard).....	1 00			
Shoes, Men's.....	2 00			
Do Women's.....	1 50			
Boots, Men's.....	3 00			
Do Women's.....	1 75			
Ind. Rub. Overshoes, Men's.....	1 00			
Do do Women's.....	0 75			

REPORT OF MR. R. H. RAE, IMMIGRATION AGENT, HAMILTON.

GOVERNMENT IMMIGRATION OFFICE.

Hamilton, 11th January, 1865.

SIR.—I have the honor to lay before you my annual report. It comprises all the information that has come under my immediate observation for the past year, accompanied with statements containing full particulars of the transactions at this agency for the past year. The continuation of the war in the United States, with little prospects of its coming to a termination, has still a very injurious influence upon labor, and interferes much with new arrivals; owing to the number of refugees who are pouring into Canada from all quarters to evade the drafts and who work in many instances for merely their board.

During the season about 5567 persons have passed this agency from different parts of the province to the States, 4640 to Buffalo, 265 to Lake Superior for the mines, and 661 to Kansas and St. Paul; the late passport system will have a salutary effect in checking this migration.

The destitute who have received government assistance, embrace 25 English, 66 Irish, 301 Scotch and 71 Germans, in all 466 souls, equal to 304 adults; an excess of 212 souls or 117 adults over the previous year. The expenses of transport and provisions, &c., amount to \$346.69, costing a trifle over \$1.14 per adult, or nearly 75 cents for each soul; the most strict frugality and care has been observed in dispensing relief, only to those who were absolutely devoid of means of their own. Many during the season applied for assistance who had no claim on Government, and numerous others attempted imposition but were frustrated in their endeavors.

The immigration for the past year, has been very healthy; and as is invariably the case of a mixed character; I have to record the death of two Scotch children, one on arrival at the station here, and the other at the Hospital, both apparently from ship fever.

The majority of the Glasgow and Paisley operatives, who reached here this summer, were a very sober intelligent class, but I am sorry to say, that a small portion were quite the reverse; they however all got employment in the different sections of the country to which they were sent, having letters to parties who I felt confident would use every exertion to get them work. I understand many have lately been employed in Wright & Son's Cotton, and Crossland & Brown's woollen mills, Dundas and several other manufactories, being all in full operation; they will when accustomed to the ways of the country, make tolerable good settlers.

The families sent to Brantford and Caledonia were shortly after their arrival seized with typhoid fever, they experienced great kindness from the inhabitants and all afflicted with the malady recovered.

There still exists a great demand for farm servants, who are thoroughly conversant with agricultural pursuits; few of that class came here this season; mechanics of almost any description will always be able to find employment provided they are competent workmen. Female servants who have practical knowledge of the duties of household work, can easily find good service either in the city or country.

I am happy to report favorably about the (Limerick Union) girls per steamer *Damascus*, who arrived here 18 in number, they were healthy and readily obtained service, many had been brought up to domestic work and others were comparatively ignorant.

Owing to the general depression both in commerce and agriculture throughout the country; I am inclined to think the prospects in the spring for new arrivals will not be quite so encouraging as last year; I however trust my prognostication will not turn out correct.

During the year I succeeded in procuring places for about 150 persons here and approximate country.

The amount of money brought in by parties, as far as ascertained, is \$102,600; several from the old country expect more when they get settled, and many of those from the States are waiting for more as soon as cash can be realized on property left behind them; it is my firm belief that a much larger sum has passed through without being able to ascertain the desired information.

The statement relating to manufactures is not so complete as I should have wished,

being disappointed in many not sending forward the written form enclosed to them to be filled up.

The enclosed printed form, I hope, is made out in the manner you wished.
All of which is respectfully submitted.

I have the honor to remain, sir, your obt. servant,

R. H. RAE,
Agent.

To A. C. BUCHANAN, Esq.,
Chief Emigration Agent,
Quebec.

RETURN OF THE HAMILTON AGENCY, FOR THE YEAR ENDING
31st DECEMBER, 1864.

1. State the number and nationalities of the immigrants that reached you, the route they came by, and their probable destination.

	Via St. Lawrence	Via States.	Total.	Remained in Canada.	Went to the States.
English.....	374	2194	2568	1271	1297
Irish.....	184	3105	3289	1082	2207
Scotch.....	639	233	872	829	43
Germans.....	125	7375	7500	899	6601
American Citizens.....		8475	8475	8475	.....
Other Countries, French.....		84	84	8	76
do Danes.....	3	12	15	3	12
do Welsh.....		24	24	24	.....
Total.....	1325	21502	22847	12591	10236
Previously reported last year, 1863....	1859	18933	20792	699	14093

2. What was their general condition? How many applied to you for relief? How many were assisted, and in what manner did you dispose of them?

Generally very good, two children died with a kind of typhus or slow fever, one on arrival at the station here and the other in Hospital. Twenty-one applied for assistance, who had no claim on government and were consequently refused; 463 were assisted with transport and provisions during the year ending: Destination, 63, Hamilton; 4, Thorold; 7, Guelph; 20, Toronto; 1, Stratford; 54, Galt; 12, Port Colborne; 22, Hespeler; 13, Dunnville; 10, Drumbo; 35, Caledonia; 23, Brantford; 3, London; 11, Goderich; 12, Chatham; 11, Flamboro West; 1, Seaforth; 12, Bothwell; 4, Wellington Square; 4, Watford; 5, Rath; 4, St. Catherine; 60, Preston; 1, Belle River; 18, Clinton; 6, Sarnia; 10, Woodstock; 2, Dundas; 20, Paris; 7, Newbury; 6, Montreal; 1, Cowansville; 1, Ballsville; and 1, Port Dover—Composed of the following nationalities, viz.: 25 English, 66 Irish, 301 Scotch and 71 Germans.

3. What description of labor is most required in your District? and how many persons of either sex could you probably find employment for?

Experienced farm laborers, carpenters and female servants accustomed to household work, common laborers could generally find employment if they were sober and industrious.

4. Give the details of the expenditure at your Agency during the year 1864.

Transport	\$273 22
Provisions	73 47
Printing, Stationery, and Office Rent.....	8 31
Incidental Expenses.....	170 28
	<hr/>
Total.....	\$525 28

Transport account:

Great Western Railway.....	\$206 33
Buffalo and Lake Huron Railway.....	55 64
Steamer "Champion" through line.....	6 00
Stage Company.....	5 25
	<hr/>
	\$273 22
Provisions, account D. Campbell..	73 47
Printing and Stationery.....	8 31

Incidental expenses:

Sundries	52 86
Wm. Clivers, for services in 1863.....	\$52 50
R. H. Rae, travelling expenses, April, 1864.	57 50
do do Dec., do ...	7 42
	<hr/>
	\$117 42
	<hr/>
	\$170 28
	<hr/>
	\$525 28

5. State as near as you are able what capital has been introduced into your District by Immigrants, and how many have purchased land or settled, and in what localities; also, add any remarks or suggestions which you may deem desirable.

YEAR ENDING.

From the Old Country.....	\$78,850 00
From the United States.....	28,750 00
	<hr/>
	\$102,600 00

N. B.—Many from the United States are expecting much more, when cash for property left behind can be realized.

STATE

STATEMENT of manufactures carried on in Hamilton

Locality.	Name or firm.	Propelling power.	Nature of Manufacture.	Number of Hands employed.			
				Men.	Women.	Girls.	Boys.
Hespeler	Jacob Hespeler	Water	Woolen mills	80	20	30	20
do	do	do	Flour mills	5			1
do	do	do	Gristing mill	1			
do	do	do	Distillery	4			
do	do	do	Saw-mill	2			
do	do	do	Malt house	1			
do	Randal Farr & Co.	do	Woolen knitting	40			10
do	Symington	Steam, 20 horse-power	Barrel factory	4			1
do	Wm. Cribbs	Water	Saw-mill and planing machine	10			
Preston	Elliot & Hunt	do	Flax and oil mills	20			30
do	A. Erb & Bro.	do	Barrels and saw-mills	12			
do	do	do	Grist mill	6			
do	do	do	Distillery	6			
do	Clare & Beck	Steam, 12 horse-power	Foundry and stoves, & Machinists	10			
do	D. Whan	Water	Grey cottons	12			
Thorold	Gordon & McKay	do	Flour mill	23	31	16	14
do	Henry & Landson	do	do	3			
do	Welland Mills	do	do				
do	Elgin Mills	do	do				
do	J. Bann	do	do	3			
do	John McDonough	do	Saw-mill	19			
Beverley	John McDonough	Steam, 20 horse-power	Saw-mill, lumber, and shingles	10			
Galt	Wm. Robison	Water combined with steam, 40 horse-power	Woolen Tweeds	20	17	2	6
do	do	Steam, 10 horse-power	Carriage Factory	23			
do	H. H. Date	Water	Edge tools	25			
do	R. Patrick	do	Woolen goods	8	3	2	4
do	Jas. J. Thompson & Co.	do	do	10	9	3	4
do	John Billings & Co.	Steam, 20 horse-power	Tannery	13			3
do	Warn'k Farrand & Co.	do 40 do	Woolen goods	30	22	4	8
do	Lutey & Co.	Water	Agricultural implem'ts	25			
do	J. W. Davies & Co.	Steam, 8 horse-power	Foundry, stoves, ploughs &c.	12			
do	Rich. Blain	Water	Grist and flour-mills	8			
do	do	do	Staves and cooperage	12			
do	Goldie McCulloch & Co.	Steam, 25 horse-power	Foundry, engine, and mill work	60			
do	Thomas Steward	Water	Flour mill	4			
Guelph	John Harvey	None	Tanners' sole leather	30			
Caledonia	R. McKinnon	Water	Woolen goods				
do	do	do	Flour mill	47	8		
do	do	do	Saw-mill				
do	John Scott & Co.	Steam	Foundry				
do	do	Water	Flour mill	52			
do	do	do	Saw-mill				
do	John Bender	Steam	Cabinet factory	8			
do	James Ball	do	Saw-mill	12			
Fort Dalhousie	Donaldson & Andrews	Water	Ship building				
do	do	do	Saw-mill	60			5
do	do	do	Dry dock				

MENT No. 2.

and vicinity as far as I have received accounts, 1864.

If in operation throughout the year, or during what season.	Their Extent and Capability.	When Established.	Remarks.
All the year	6 setts machinery	1862	
do	4 run of stone	1847	
do	2 do	1860	
do	200 bushels per day	1854	
Part of the year	1 circular and upright	1845	
do	50 bushels per day	1860	
Only commenced	4 setts machinery	1864	
All the year	About 350 to 400 bushels per week	1861	
do		1864	
Part of the year	Could not say	1864	
All the year	do	1854	Not in full operation.— Might employ 60 to 80 hands.
do	do	1820	
do	8 bushels per day	1850	
do		1852	
do	Could not say	1840	
do	5,000 yards per day	1860	
Part of the year	4 run of stone, 150 bushels per week	1827	
Shut up	do	1850	
do	3 do	1845	
Part of the year	3 do	1861	A fine 3-story stone building.
All the year	4 million feet lumber per year	1859	
do	20 thousand shingles per day,—220m. feet lumber per week	1863	
do	3 setts machinery, 10,000 yds. per month	1858	
do	About \$30,000	1862	
do	\$4,000 per month	1849	
do	\$2,000 do	1840	
do	5,000 yards per month	1860	
do	\$50,000 per annum	1862	
do	150,000 yards per annum	1860	This factory is in Plattsville. Owners reside at Galt.
do	\$30,000 per annum	1842	
do	\$20,000 do	1854	
do	\$140,000 do	1844	
do	\$20,000 do	1844	
do	\$50,000 do	1844	
do	4 run stones, can make 100 barrels per day	1830	Large amount expended on the mill.
do	\$200,000 per annum		
do			
do			Form was very imperfectly filled up.
do			
do			
do		1859	

STATEMENT No. 2—Statement of manufactures carried on in Hamilton

Locality.	Name or Firm.	Propelling Power.	Nature of Manufacture.	Number of hands employed.			
				Men.	Women.	Girls.	Boys.
Dundas	John Fisher	Water	Paper	20		11	
do	J. Oswald & Co.	Steam, 16 horse-power	Furniture, &c.	24			2
do	J. Scott & Co.	do	Planing and agricultural implements	30			2
do	John Gartshore	Steam, 30 horse-power, and water	Foundry and machinery	90			40
do	James Coleman	Water	Flour mills	13			
do	Willson & Bro.	do	do	4			
do	W. E. Parmenter	Steam, 10 horse-power	Tannery, morocco, &c.	23			
do	do	Steam, 15 horse-power	Tannery, sole leather	7			
do	Billington & Forsyth	do	Ploughs, cultivators, &c	23			
do	W. H. Gibson	Steam, 8 horse-power	Machinist	10			
do	McKechnie & Bertram	Steam, 5 horse-power	do	5			
do	J. & W. Chegwin	None	Carriages, waggons, &c.	10			
do	Crossland & Brown	Steam, 50 horse-power, besides water	Woollens	30	10	16	20
do	Jos. Wright & Sons	team, 100 horse-power, also water	Cottons	40	50	50	30
Flamboro' West	J. M. Kirby	Steam, 15 horse-power	Distillery	7			
do	do	Water	Flour mill	2			
Ancaster	J. Crane	do	Knitting, hosiery, &c.	8		15	1
do	Jumers	do	do	8	13		
do	H. & A. Egleston	Steam, 15 horse-power	Foundry & mach. shop.	12			2
do	do	Water	Flour mills	2			
do	Jacob Gabel	Steam, 1 horse-power	Tannery, sole leather	2			
Waterdown	J. W. Lottredge & Co.	Water	Flour and grist mills	4			
do	W. P. Howland	do	Flour mills	7			
do	R. Baker	None	Rakes, scythes and cradles				
Ancaster	Ellis & Grofton	Water	Woollen factory	4		4	4
do	Alex. Chapman	do	Flour and grist mill	2			
do	Alex. Cox	do	Flour mill	1			1
do	Eyre Thuressin	do	Woollen carding machines	8	3		
Ste. Catharines	Louis Sherkluna	do	Ship building	125 to 200			14
do	Thos. R. Merritt	do	Flour mills	65 to 70			10
do	Norris & Neilon	do	do	150			9
do	George N. Will	do	Foundry and machinery	50			10
do	Thos. Hosletter	do	Grist mill	4			
do	Abell & Wilkinson	do	Woollen	6			2
do	Jos. Flint	do	Saw factory	9			
do	C. Yate	Steam	Foundry	45			4
do	Welland Railroad	do	Carriage building	80			5
do	Thomas McIntyre	Water	Cabinet maker	28			
Hamilton	Foster & Galbraeth	None	Hats and caps			12	12
do	W. H. Glaser	do	Hats and furriery	4	6		1
do	H. G. Cooper & Co.	Steam, 15 horse-power	Carriage, &c.	40			20
do	McCabe & Co.	None	do	20			
do	Garney Ware & Co.	Steam, 25 horse-power	Patent scales	15			
do	James Stewart & Co.	Steam, 10 horse-power	Foundry, stoves, &c.	30			
do	E. & C. Gueney	Steam, 25 horse-power	Fndry, stoves, ploughs and grates	80			6
do	Copp & Bro.	Steam, 13 horse-power	do	40			12
do	A. P. Watson & Co.	Steam, 6 horse-power	Tobacco	40		25	25

and vicinity as far as I have received accounts, 1864.—Continued.

If in operation throughout the year, or during what season.	Their Extent and Capability.	When Established.	Remarks.
All the year	About \$15,000	1854	
do	\$30,000	1859	
do	\$30,000 or \$40,000	1861	
do	\$100,000	1838	
do	5 run of stones, about 100 brls. per day.	1830	
do	3 run of stones, about 600 brls. weekly.	1830	
do	\$20,000 per annum	1860	
do	\$20,000	1850	
do	\$30,000 to \$35,000	1855	
do	\$15,000 to \$20,000		
do	\$10,000 to \$12,000		
do	\$40,000 to \$5,000		
do	About 3,000 yards per week	1864	
do	10,000 lbs. cotton per week	1862	
do	1,200 bushels grain per week	1830	}
do	4 run of stones, 600 barrels per week.		
do	\$30,000 per annum	1845	
do	\$15,000 do	1863	
do	\$25,000 do	1849	
do	100 barrels per day	1863	
do	\$3,000 per annum	1839	
do	2 run of stones, 40 barrels per day	1856	
do	4 do 60 do do	1825	
do	About \$9,000 per annum	1843	
do	\$25,000	1850	
do	\$20,000	1850	
do	\$4,000	1850	
do	\$10,000	1863	
do	\$100,000 to \$150,000	1836	This includes a cooperage yard—works all year.
7 months	\$200,000 to \$300,000		
11 months	\$780,000 to \$900,000	1848	
All the year	\$40,000 to \$60,000	1846	
11 months		1851	
8 months		1861	
All the year		1860	
do	\$35,000 to \$45,000	1840	
do			
11 months			
All the year	\$25,000		
do	\$15,000		
do	\$30,000		
do	\$20,000		
do	\$20,000		
do	\$40,000		
do	\$150,000		
do	\$100,000		
do	\$200,000	1862	

STATEMENT No. 2—Statement of manufactures carried on in Hamilton

Locality.	Name or Firm.	Propelling Power.	Nature of Manufacture.	Number of Hands employed.			
				Men.	Women.	Girls.	Boys.
Hamilton	G. H. Hill & Co.	None	Tobacco	10	6		15
do	R. M. Wanzer & Co.	Steam, 44 horse-power	Sewing machines	60			4
do	R. N. Nesbitt & Co.	None	Boots and shoes	100			60
do	D. P. Prougney	do	Carriages, &c.	20			
do	Canadian Oil Company	do	Oil refinery	15			
do	Hamilton Oil Company	do	do	8			
do	Samuel Nash	do	Pork Curers	35			
do	Edward Degler	do	Buskins, &c.	4			
do	Charles French	do	Glue	10			
do	D. Moore & Co.	Steam, 8 horse-power	Foundry, stoves, &c.	35			5
do	Meakins & Sons	do 6 do	Cabinet and brush factory	25			
do	James Reid	None	Cabinet maker	25			
do	George Northey	Steam, 8 horse-power	Engine and boiler makers	7			
do	F. G. Beckett & Co.	do 12 do	Engines and other machinery	60			
do	Turnbull & Co.	do 7 do	Foundries and machinists, &c.	20			
do	G. E. Tuckett & Co.	None	Glass Phials	28			25
do	Henry Bear	do	Grape, vinery and wine	4			
do	Bear & McBean	Steam, 6 horse-power	Lager beer and ale	3			
do	James Walker	None	Soap and candles	12			
do	P. V. R. Coventry & Co.	do	Tobacco	60			
do	Samuel Cann	Steam, 6 horse-power	Coffee and spices	3			
do	do	None	Brooms	5			
do	John Thomas	Steam, 8 horse-power	Machinist	22			
do	J. C. Chilman	None	Biscuit & confectionery	16			
do	J. B. Dayfoot	do	Boots and shoes	75		15	
do	do	do	Tannery, sole leather				
do	Alfred Green	do	Brushes of all kind	6	3		4
do	Philip Marten	do	Pork Curer	6			
do	Charles Birge	do	Tobacco	6			
do	Great Western Railway	1 engine, 400 horse-power; and 2 small, 20 horse-power each—40 horse-power	Rolling mill	130			
do	do	1 engine, 80 do	Machine and car shop	400			
do	Thos. Mitchell	Brooms and brushes	Brooms, &c.	6			
do	Benjamin E. Charlton	do	Vinegar	4			
do	Sandford, McInnes & Co.	80 sewing machines	Clothing of all kinds	200	300		
do	John Judd & Co.	None	Soap and candles	14			
do	P. Grant & Co.	Steam, 6 horse-power	Ale and porter	24			
do	L. & P. Sawyer	do 20 do	Thrashing machines, mowers and reapers	25			
Port Dalhousie	Alex. Muir & Bros.	Water	Ship building	50			
do	R. & J. Lawrie	do	Flour mills	3			
do	D. Robeson, jun.	None	Sail maker	6			
do	Norris & Neilon	Water	Flour mills	6			

and vicinity, as far as I have received accounts, 1864.—(Continued.)

If in operation throughout the year or during what season.	Their Extent and Capability.	When Established.	Remarks.
All the year	\$22,000		
do	\$100,000	1861	
do	\$200,000		
do	\$15,000		
do	\$100,000		
do	\$8,000		
About 4 months, winter	\$4,000 to \$5,000 per week	1860	
All the year	\$5,000		
do	\$2,000 to \$20,000 per annum	1860	
do	\$125,000 per annum	1829	
do	\$20,000 do	1853	
do	\$24,000 do	1840	
do	\$6,000 do	1852	
do	\$60,000 do	1855	
do	\$20,000 do	1854	
10 months. July and August too warm	Could not say	1864	Blower's average from 26 to 45 doz. per day.
All the year	\$6,000 per annum	1862	
do	\$50,000 do	1864	
do	\$45,000 do	1833	
do	\$150,000 do	1864	
do	\$40,000 do	1862	
do	\$18,000 to \$20,000 per annum	1855	
do	\$30,000 per annum	1850	
do	\$150,000 do	1838	Tannery at Shorston.
do	\$14,000 do	1856	
5 winter months	\$20,000 do	1848	
All the year	\$30,000 do	1863	
do		1864	
do		1850	
do	9,300 dozens	1862	
do	\$23,000 per annum	1853	
do	\$150,000 do	1861	
do	Soap and candles, \$4,000; potash, \$800.	1846	
do	\$80,000	1845	
do	\$35,000	1856	
do		1853	
do	3 run of stones	1850	
Nearly all year		1860	
9 months	4 run of stones	1853	

STATEMENT No. 3,

SHOWING the Number and Class of Indigent Immigrants (for settlement in Canada) who received Government assistance in Transport and Provisions, at Hamilton Agency, for the year ending 31st December, 1864.

COUNTRY.	Men.	Women.	Children.	Total.
English.....	10	5	10	25
Irish.....	23	30	13	66
Scotch.....	55	64	182	301
Germans.....	36	13	22	71
Total.....	124	112	227	463

MEMORANDUM of those who were merely supplied with Bread and Provisions, and included in the above Statement.

COUNTRY.	Men.	Women.	Children.	Total.	—
English.....	2	1	3	6	
Irish.....	3	16	3	22	
Scotch.....	7	14	35	56	
German's.....	17	2	4	23	
Total.....	29	33	45	107	Equal to 77 adults.

STATEMENT No. 4,

EXHIBITING the Expenditure at Hamilton Agency, for the year ending 31st December, 1864.

Quarter.	For what purpose Expended.	Amount per Quarter.	Total.
March 31st.....	Salaries.....	\$ 195 00	\$ 206 64
	Provisions.....	0 60	
	Agency expenses.....	11 04	
June 30th.....	Salaries.....	195 00	279 87
	Transport.....	52 77	
	Provisions.....	20 54	
September 30th.....	Agency expenses.....	11 06	520 24
	Salaries.....	195 00	
	Transport.....	211 45	
December 31st.....	Provisions.....	45 46	299 03
	Agency expenses.....	68 33	
	Salaries.....	195 00	
December 31st.....	Transport.....	9 00	1305 28
	Provisions.....	6 87	
	Agency expenses.....	88 16	
Total.....		\$	

HAMILTON, 11th January, 1865.

R. H. RAE,
Immigrant Agent.

REPORT

OF THE

BOARDS OF ARTS AND MANUFACTURES

OF UPPER AND LOWER CANADA,

FOR 1864.

BOARD OF ARTS AND MANUFACTURES FOR UPPER CANADA.

TORONTO, January, 1865.

The Sub-Committee beg to submit to the Board the Eighth Annual Report—being an abstract of proceedings during their period of office, and of the present position and future prospects of the Board.

During the year, the following Mechanics' Institutes have been represented on the Board: Cobourg Institute, by two delegates; Dundas, by its president; Hamilton, by its president and seven delegates; London, by its president and two delegates; Toronto, by its president and eight delegates; Whitby, by its president and one delegate. The Toronto Board of Trade has also been represented by one delegate; and the Toronto University College by the Rev. W. Hincks, F.L.S., Professor of Natural History, and George Buckland, Esq., Professor of Agriculture.

Your Committee cannot but express their regret that so few of the Institutions intended to be benefited by the operations of the Board, should see it to be their duty to take part in its management. They fear, however, that no great improvement can be looked for in this respect, until the legislative grants to these Institutions are resumed, either on the former basis, or on that of the proposed amended Act, providing for the payment of such grants through the instrumentality of this Board, in the same manner and on similar conditions as the payments of the Agricultural grants are made through the Board of Agriculture; or until such an increased annual grant is secured to this Board as shall make it more especially to the interest of the several Institutions to connect themselves with it.

For some four years successively has this Board, in conjunction with the Board for Lower Canada, sought for important amendments to that portion of the statute under which they are incorporated. These amendments have been concurred in by the respective governments and legislatures to which they have been submitted; but owing to their being connected with and forming a part of the same Act constituting the Board of Agriculture and Agricultural Associations and Societies, in regard to which important differences of opinion have so far existed, have failed to obtain the amendments sought for.

Patent Laws.

Your Committee have to regret that no amendments have as yet been made to the Provincial Patent Laws. Owing to their prohibitory character as regards subjects of other countries, our inventors are still prevented from participating in the benefits arising

from the liberal provisions of the United States laws, under which patent rights are granted to subjects of foreign reciprocating countries on the same conditions as to its own subjects. The only conditions upon which a Canadian citizen can now obtain the benefit of the United States market for his invention, is by paying the sum of \$500 for such right, under the American law as it existed prior to March, 1861.

The Hon. L. Letellier, late Minister of Agriculture, in concluding some lengthy remarks upon this subject in his report for the year 1863, says—

I deem it unnecessary to dwell any further upon the necessity of following, in the matter of patents for inventions, the example of liberality and of reciprocity afforded us in this respect by older countries, more advanced than ourselves in the development of the various branches of manufacturing industry, a course the adoption of which, it would seem, they have never had reason to regret.

Should these liberal views prevail with our present Legislature, and the Confederation of the Provinces be also carried out, our inventors will then be in a position to secure as a market for their inventions nearly the whole of the continent of North America.

The Journal.

The most serious drain upon the funds of the Board for the past four years has been on account of the Journal, upon which the average annual loss has been nearly \$700. While your Committee look upon this as a larger sum than would have been required for the purpose, had the Journal been properly patronized, and much larger than the funds of the Board could afford, in justice to its many other important objects; yet, in view of its advantages as a medium for disseminating the best practical information amongst the industrial classes, they cannot for a moment think of recommending its discontinuance.

During the past year, the Secretary has undertaken the whole duty of editing and superintending its publication, without any additional remuneration, by which means the loss was much less on the last than on former years; and by means of other changes already introduced, while the efficiency of the Journal will be fully sustained, it is anticipated the loss on its publication for 1865 will be reduced to a minimum amount.

Your Committee desire to record their appreciation of the successful labors of the Secretary, Mr. W. Edwards, in connection with the Journal; and sincerely hope that their successors in office, in securing his services for the ensuing year, may be able to afford some substantial acknowledgment of his labors.

Free Library of Reference.

Owing to other demands on the funds of the Board, but comparatively few additions have been made to the Library during the year. The total number of volumes on the shelves at last report was 1171; added during the year, 102; total number now in Library, 1,273; comprising, British, American, and Canadian Specifications and Plates of Patents, 584 vols.; Statutes, Journals and other Parliamentary Publications, 167 vols.; Transactions of Societies, 33 vols.; and of the latest Cyclopædias and Standard Works on Architecture, Decoration, Designing, Engineering and Mechanics, Manufactures and Trades, and General Science, 489 vols. Of these your Committee acknowledge donations from the United States Patent Office of 6 vols. (in duplicate); from the Institution of Mechanical Engineers, 1 vol.; from the Smithsonian Institution, 1 vol.; from the Board of Agriculture for Upper Canada, 3 vols.; and from the heads of departments of the Government of this Province, the regular transmission to the Rooms of the Statutes, Journals, Sessional Papers, Blue Books, and other Parliamentary documents.

The Library has been regularly kept open to the public from 10 a.m. till 4 p.m. each day; and on Tuesday and Friday evenings from 7 till 10 o'clock, to afford to persons engaged in industrial pursuits the opportunity of consulting the works it contains.

Annual Examinations.

The examination of members of Mechanics' Institutes in certain studies named in the published programme, and awarding to them certificates according to individual merit, as

established by the Board in 1862, was comparatively successful during the past year. There were sixteen candidates out of the seventeen whose papers were returned to the Board, that obtained certificates; the number awarded being, of the 1st Class, six; of 2nd, Class, eleven; and of 3rd Class, nineteen; full particulars of which were published on page 197 of the Journal for the past year. Your Committee consider this result sufficiently encouraging to induce the Board to persevere, trusting that the time may soon arrive when these examinations shall be as popular as they are calculated to be beneficial in the education of the adult working classes.

School of Arts.

A special Committee was recently appointed to report on the practicability of establishing a School of Design in connection with the Board, the report of which Committee appeared in the December No. of the Journal, recommending that, instead of a School of Design merely, it would be more desirable to organize one combining Chemistry and Natural Philosophy with Drawing and Designing; the Special Committee was therefore re-appointed, with instructions to prepare a plan and estimate of cost of such a School of Arts; and at the last meeting of your Committee their report of the following scheme and estimates was presented, and is now submitted and recommended for consideration and adoption by the Board:--

1st. That the School be in three divisions, each distinct from the others, and to be commenced either separately or together as the circumstances may permit.

The first division to be for the study of Natural Philosophy and Chemistry.

The second division for Drawing, Designing and Modelling.

The third division for Practical Mathematics.

2nd. The course of study to be pursued in the first division should embrace those subjects contained in clauses 8, 13, 15 and 16 of the programme of annual examinations of the Board for the present year, namely: "Principles of Mechanics," "Practical Mechanics," "Chemistry and Experimental Philosophy," and "Geology and Mineralogy."

The teacher of this division should be a gentleman engaged by the Board at an annual salary. His duty should be, 1st, to give practical instruction in the classes during their sessions, on four nights per week; and in each week to give one popular lecture on science. 2nd. For one month preceding the fall session, and for one month after the spring session, to travel as a lecturer to those Mechanics' Institutes affiliated with the Board. 3rd. To edit a Chemistry and Experimental Philosophy department of the Journal. With a view to supplementing the salary paid by the Board, he be allowed to practise as an analyst on his own account, when not engaged in his duties in connection with the Board.

3rd. The fall session to commence on the first Monday in October, immediately after the teacher shall have finished his first month of lecturing, and to continue until the Friday preceding Christmas-Day. The spring session to commence on the second Monday in January, and continue until the last Friday in May; after which the teacher should travel and lecture during the month of June. During the months of July and August there should be full vacation for the teacher, excepting his duties in connection with the Journal.

4th. During the sessions, two evenings in each week should be occupied in the study of Natural Philosophy, and two evenings in Chemistry; and on one evening in each week a popular lecture on some practical scientific subject should be delivered, the admission to which should be free to the public, with a view not only to impart instruction as widely as possible, but to induce individuals to join the school.

5th. The second division should include instruction in Elementary and Geometrical Drawing, as well as the higher branches of Art; particular attention being given to the drawing and modelling of organic forms, with a view to the attainment of such an accurate knowledge of their structure as shall enable the student to apply them with power and truth to every branch of decorative art or manufacturing industry. Instruction by means of lectures to be given on the fundamental principles of decorative and constructive design.

The Board to provide suitable casts and appliances, to which more attention should be given than to drawing from copy.

To pupils entering in the Geometrical Drawing department, it should be requisite that they have previously passed through a course of instruction in practical Geometry.

6th. The third division should include instruction in classes 6, 7, 11 and 14 of the programme of examination, namely, "Algebra," "Geometry," "Trigonometry," "Men- suration," and "Conic Sections."

7th. The second and third divisions should be under the charge of a separate teacher, or teachers, from the 1st division; and should each meet for instruction on two evenings per week during the fall and spring sessions of the school, on which evenings only would the services of the teachers in these divisions be required.

8th. Pupils, before entering in either the first or third division, should be required to pass a preliminary examination, in rudimentary studies. At the close of the spring session in each year, pupils should be eligible to stand for examination and certificates at the annual "Final Examination" of the Board.

9th. The first division would require a Laboratory fitted with apparatus for the illustration of chemistry. The gallery of the Model Room might be made suitable for the purpose. The Model Room, with occasional use of the Library, would afford ample accommodation for general instruction in this division, and for the exercises of the second and third divisions.

10th. The expense of fitting up and furnishing apparatus, is estimated at \$600. The annual expense as follows:—

Teacher of first division—Salary.....	\$500 00
“ second and third “	400 00
Annual expense of apparatus and chemicals.....	300 00
Fuel, light, &c., &c.....	200 00
Contingencies.....	300 00
Total.....	\$2,000 00

11th. That the school be opened free to all, of both sexes, who may be able to furnish evidence of worthiness to participate in its benefits, and who continue to manifest diligence and punctual attendance, and obedience to the rules; for although many of those who might enter its classes would be able to pay for the instruction received, others would not be able to do so; and to charge some, while others were admitted free, would be making invidious and unpleasant distinctions in the school.

Your Committee are satisfied that the school as here suggested, could be efficiently established and carried on for the foregoing sum of two thousand dollars per annum; and that for the first year the sum of \$600, might be appropriated therefrom, for the necessary apparatus and fitting up; so that by increasing the Annual Legislative grant from \$2,000 to \$1,000 per annum, the school could be added to the other operations of the Board, and the whole carried on with efficiency and success.

Your Committee deem it highly desirable, and conducive to the interests of the community, that every facility should be afforded the industrial classes, to make themselves more intimately acquainted with the physical, artistic, and mathematical principles they are daily calling into action—thereby enabling them to economize raw material, shorten the processes of production, and produce more elegance of design and accuracy of workmanship, in whatever they execute. Artizans so instructed, both as to the science and practice of their respective arts, would be more likely to establish manufactures amongst us, employing the idle youth of our cities and towns, and adding to the wealth of the country.

Your Committee cannot but remark, that while liberal public provision is made for the education of persons intending to follow the various learned professions, they cannot see that it is less important that the working classes should be provided for.

That these were the views of the Legislature in passing the Act establishing this Board, there can be no doubt, as in one of its clauses (Cons. Stat. of Can. chapter 32, clause 31) to authorize the Board "to found schools and colleges for mechanics, and to employ competent person to deliver lectures on subjects connected with mechanical arts and sciences, or with manufactures;" and also to establish "schools of design on the most improved plan, and furnished and supplied in the most complete and appropriate manner that the funds at their disposal may admit of;" but so far, means have not been provided for carrying out these objects.

Your Committee recommend that the Board submit the foregoing scheme and estimates to the Provincial Government; and pray for such an increase to the annual grant, as shall enable the Board to carry them into effect.

Arts and Manufactures Exhibitions.

Believing that little interest is manifested by the leading manufacturers of the Provinces, in many important departments of industry, in securing proper representations of their products at the Annual Exhibitions of Agricultural Associations, your Committee recently appointed a special Committee to

“Consider and report as to any improvement that may be considered in the system of awarding prizes in the Arts and Manufacturers department of the exhibition; and also as to the reception and classification of goods, and admission of the public during the time the judges are engaged in the important duty of making their awards.”

The Special Committee report—

“That in considering the matter submitted to them, they found it beset with many difficulties—some incident to a country *young* in manufactures, and others arising from long use of a system defective in so far as it has failed to secure satisfactory results.

It appears that the system of awarding 1st, 2nd, and 3rd prizes, creates in the minds of many really good workmen, a fear that their productions may be placed as second rate in comparison with others that differ from them only in points involving questions of taste in the minds of the judges, and not one of superiority of workmanship. These fears would to a certain extent be obviated, if prizes were awarded for absolute, rather than Comparative merit; for if an article should then be considered excellent by the judges, another article of the same description being so little inferior as to almost imply a doubt of its inferiority, would be pronounced excellent also, and it would be a matter of taste with the public as to which they would patronize.

The leading object of Manufacturers in bringing their productions for exhibition, is to push their business: the money prizes, even if obtained, are generally so insignificant that in most cases they will not cover the expense connected with the exposition of the article; and when one produces an article which is really excellent, and gains no reward, simply because there may be one or two articles of the same kind a little more excellent, it is truly discouraging to the producer.

Your Committee would therefore recommend that it be submitted to the consideration of the Council of the Association, that, instead of offering 1st and 2nd prizes for best and second-best of any specific article, Manufacturers be invited to send whatever they may produce of interest or worth, and that medals or diplomas attesting absolute merit might be awarded, with such money additions as the funds will allow—such money allowances to be made with reference to the labor and expense incurred in bringing the articles forward. This would place all exhibitors in the position of those who now make “Extra Entries,” and which are considered inferior to the regular entries; but which are really those that bring out the genius as well as the skill of the producer. It is not so much to produce by means of extraordinary labor and good materials a first-rate specimen of a specified article, as it is to originate the article itself, and to bring forth the idea and the workmanship, which is the case with many of the extra entries.

With reference to the reception and classification of goods, there are points which your Committee would desire to see pressed upon the attention of the Council of the Association. No matter what limit may be fixed for the reception of goods entered for prizes, some persons will always be late. We are persuaded that a time ought to be fixed sufficiently early to allow the work of the judges to be performed before the exhibition commences, so that those who are late may exhibit their articles, but lose the chance of obtaining prizes. Persons of regular habits will be in time when a rule is given for their guidance, and procrastinators will always be late, however you may make sacrifices for their accommodation. Your Committee therefore recommend that a stringent rule should be adopted upon this subject.

Your Committee are strongly persuaded, from their individual experience, that it is impossible for judges to form a correct judgment on the articles presented, unless they have the place to themselves, so as to have free access to the objects and undisturbed op-

portunity for consideration ; and would therefore recommend that the public be not admitted to the main Exhibition Building during the time the judges are performing their responsible and arduous duties."

Trade Marks and Titles of Designs.

Your Committee are pleased to be able to report that the Assistant Minister of Agriculture, J. C. Taché, Esq., is manifesting great interest in the operations of the Board, and has caused to be forwarded for registry and public inspection, in accordance with the Statute 24 Vic., cap. 21, sec. 25, copies of all "Trade Marks" and "Titles of Designs" registered, and "Patents for Inventions" issued, by the Bureau of Agriculture; and has also given his assurance, with the approbation of the Hon. the Minister of Agriculture, that lists of subsequent issues shall be regularly forwarded to the Board for reference, and for publication in the Journal.

Finances.

The Secretary-Treasurer's detailed statement, herewith submitted, shows total receipts for the year, including cash balance of \$847 50 from last year, of \$3,170 19; expenditure, \$2,338 50; balance in hand, \$831 69; assets due on Journal, after deducting for cost of collecting and probable losses, \$250; shewing a total balance in favor of the Board of \$1,082 69. Total balance Dec. 1863, including assets on Journal, \$1,167 50.

The annual Legislative grant to the Board of \$2,000 has heretofore been for the 12 months ending on the 31st of December in each year; but during the last session of Parliament the Government financial year was changed so as to terminate on the 30th of June instead of the 31st of December, as heretofore; so that the present balance in hand, with such subscriptions as may be received on account of the Journal, will be the only available funds for the six months ending 30th June next.

All which is respectfully submitted.

JOHN BEATTY, M. D.,
President.

BOARD OF ARTS AND MANUFACTURES FOR UPPER CANADA.

Treasurer's Analyzed Balance Sheet, December 31st, 1864.

1864.	DR.	\$ cts.	\$ cts.
January 2.	To cash balance in hand from last report.....	847 50	
	To Government Grant for 18 months, ending June 30th, 1865. \$2000 00		
	Less—Bank commission collecting..... 5 00		
	Bank interest on deposits	1995 00	
	To receipts on account of Journal, subscriptions and advertisements.....	12 89	
		314 80	3170 19
	CR.		
	By blank books, stationery and circular notices	20 08	
	By books and Journals for Library of Reference.....	137 73	
	By paper and binding the Journal..... \$875 03		
	By binding vols. III and IV of Journal, 65 copies..... 19 50		
	By editorial matter for do	41 08	
		935 61	
	By insurance on books and fittings	6 25	
	By repairs and cleaning rooms.....	37 50	
	By postage and express charges.....	22 63	
	By final examinations :		
	Design for lithographic certificates..... \$ 25 00		
	100 lithographic certificates and stone	64 00	
	Parchment for small certificates..... 4 25		
	Examination forms and printing	3 75	
		97 00	
	By fuel	17 70	
	By gas.....	16 50	
	By expense of <i>out-town</i> members of committee attending meetings.....	57 50	
	By one year's rent of rooms.....	240 00	
	By Secretary-Treasurer's salary.....	750 00	
			2338 50
	Balance in hand.....	\$	831 69

WM. EDWARDS,
Secretary-Treasurer.

BOARD OF ARTS AND MANUFACTURES FOR LOWER CANADA.

MONTREAL, 12th January, 1865.

The Hon. THOS. D. MCGEE,
Minister of Agriculture, &c., &c., Quebec.

SIR,—I have the honor to transmit herewith copies of the Annual Report and Treasurer's Statement of the Board of Arts and Manufacturers for Lower Canada, for the year 1864, and to subscribe myself,

Sir, your most obedient servant,

A. MURRAY,
Secretary.

BOARD OF ARTS AND MANUFACTURES, LOWER CANADA.

MONTREAL, 3rd January, 1865.

The Sub-Committee of the Board of Arts and Manufactures for Lower Canada have the honor to report—

That during the past year no success has attended the repeated efforts made by your Sub-Committee to obtain from the Government some relief from the difficulties that paralyze all useful action on the part of the Board.

It was stated in the last quarterly report that distinct promises of at least partial assistance had been given, but that the absence, in the the Lower Provinces and elsewhere, of several Members of the Ministry, had prevented any decided action being taken.

Your Committee regret to have to report that even since the re-assembling of the Ministry, and up to the present time, nothing has been done towards carrying out these pledges, notwithstanding that the matter has been urged on them at every opportunity.

The Board has undoubtedly a just claim for the use of the Exhibition building, which has been employed since September, 1861, for military purposes, and there is reason to hope that the settlement of this claim will not be much longer delayed.

It is almost unnecessary to repeat what has been so often reported to this Board, that the Sub-Committee, in view of the serious involvements, outlay and responsibility attaching to the Board, from its unfortunate connection with the Exhibition building, have not felt justified in incurring any but the most unavoidable expenses; and when complaints are made of the inactivity of the Board, as regards its intended functions, it should be borne in mind that the annual interest alone for which it becomes responsible is \$2,690—that the expense of maintaining the building in repair, paying taxes, insurance, &c., amounts to about \$600 yearly, that rent and attendance has to be provided, the Patent reports bound as they arrive, and that the whole annual grant is \$2,000, and even this pittance curtailed one-third last year by a change in the Government financial year, which was altered from 31st December to the 30th June.

As one consequence of the suit at law which was raised by the contractor for the building to foreclose the mortgage for \$11,000, given for the balance due him, the interest thereon remained unpaid; but your Committee have to report that a settlement of accounts between the contractor and the Board was recently arrived at, the accumulated interest up the 23rd July last, has been paid—amounting to \$2,695,—each party settling its own cost, and the principal debt of \$11,000 only now remaining, with interest payable half-yearly from the date above named.

The specifications and plans from the English Patent Office, remaining unbound since 1860, and, as keeping them in that state was attended with inconvenience and risk of loss, the Sub-Committee decided on having them bound uniform with the rest of the work. Forty volumes of specifications and sixty of plates, have been accordingly placed on the shelves, and there are yet a number in the binder's hands.

The advantages attainable by an industrial community in having free access to this great and valuable publication, can hardly be over-estimated, and it is a matter of surprise and regret to the former that comparatively so small a number embrace the opportunity thus afforded.

A few new works have also been added to the library worthy of notice, among which are the masterpieces of the Industrial Exhibition of 1862, in three magnificently illustrated volumes; the exhibited Machinery of the same Exhibition; three volumes of the proceedings of the British Association for 1861-'62 and '63, and two volumes of the transactions of the British Association for the promotion of Social Science for 1862-'63.

With a view to exercise the strictest possible economy in management, the Sub-Committee made an arrangement during the past year, by which the duties of Assistant-Secretary are filled, the Exhibition building superintended, and constant attendance secured at the Board-room at a nominal cost; it will be noticed, however, that the accommodation afforded by the room now occupied is scarcely adequate, and in accordance with a resolution passed at the last quarterly meeting, a committee was appointed to confer with the Officers of the Mechanics' Institute, with a view of effecting some arrangements for increased accommodation on terms that might be mutually advantageous. No action has yet been taken in the matter, and it is desirable to come to some understanding on the subject before the 1st of May next.

The usual petitions for amendments to the Act incorporating the Board and the Patent laws, were forwarded to Parliament last session, but nothing has been done in the matter.

The Government Bill to amend the Patent laws, appears to have been lost sight of altogether, and Canadian legislation on the subject is still such as to be worthy of the Dark Ages.

In accordance with the requirements of the Act 24 Vict., Cap. 21, a register of Trade-marks and Designs, secured under the Act has been opened, and copies of all Trade-marks and titles of designs up to the 19th inst., have been received from the Department of Agriculture, and entered therein, where they are open to the inspection of the Public.

As reported last year, the only Mechanics' Institute affiliated with the Board is that of Montreal, indeed the withdrawal of the small Government grant some years ago, and subsequent failure to provide the promised aid in lieu thereof, through the ministrations of the Board, has proved fatal to nearly all the Institutes in Lower Canada.

The usual classes in connection with the Montreal Institute, were suspended last year, in consequence of extensive alterations in the building, but they have been again organized this winter with great promise of success.

Architectural and Mechanical drawing, and the English rudiments are the branches taught, and the pupils number close on 100. Your Sub-Committee recommend to their successors an early examination of these classes with a view to affording the usual grant in aid from the Board.

The Treasurer's Statement, which is now submitted, shows a balance of \$1486.47 at the credit of the Board.

All which is nevertheless respectfully submitted.

Certified a true copy.

(Signed,)

A. MURRAY,

Secretary.

(Corporate Seal.)

The Board of Arts and Manufactures of Lower Canada, in account current with N. B. Corse, Treasurer.

1864.		Dr.	\$ cts.	Cr.	\$ cts.
January 1st.....	To Balance from last year.....		1978 43	By Paid municipal taxes on Exhibition Building, for the years 1863 and 1864.....	280 00
July 9.....	" Government grants for 1864.....		2000 00	" Paid water rent on Exhibition Building, for 1864.....	47 50
November 30.....	" Balance transferred from Interest Account.....		1750 00	" Insurance on do do	243 00
	" Rents for occasional use of building, St. Catherine Street.....		133 00	" Paid repairs of roof and sundry small charges connected with the building.....	391 75
				" Paid one year's rent of Board Room in the Mechanics' Hall.....	200 00
				" Paid Assistant-Secretary and attendance.....	125 00
				" Paid for binding Patent Reports, accounts of London Agent and sundry accounts connected with the Library.....	341 21
				" Paid travelling expenses on business of the Board, in 1863.....	61 50
				" Paid arrears of interest, up to 25th July, 1864, on mortgage to Contractor.....	2695 00
				" Balance on hand.....	1486 47
			5861 43		5861 43
1865.	To Balance in hands of Treasurer		1486 47		
January 2.....					

Certified, a correct extract from the Treasurer's books.

E. & O. E.,

MONTREAL, 12th January, 1865.

(Signed,)

A. MURRAY,
Secretary.