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- Additional comments /
Commentaires supplémentaires:

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Parts of Sessional papers Nos. 39, 47-70 not printed.

Sessional paper No. 70 is inserted between Sessional papers Nos. 71-72 and Nos. 73-74.

SESSIONAL PAPERS

VOLUME 9.

THIRD SESSION OF THE FOURTH PARLIAMENT

OF THE

DOMINION OF CANADA.

SESSION 1880-81.



VOLUME XIV.

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

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- SUPPLEMENT No. 2 :—Weights and Measures, 1880.
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- No. 5a... Return to Order; Stating the names of the several persons to whom was paid the sum of \$23,831, given in page 10 of the Report of the Minister of Railways for the year ending 30th June, 1880, as the total sum paid for "Construction of Railways, old accounts." (*Not printed.*)
- No. 5b... Statistics; Reports, Railway Statistics of Canada, and Capital, Traffic and Working Expenditure of the Railways of the Dominion, for the year ended 30th June, 1880.

- No. 6... PUBLIC WORKS:—Annual Report of the Minister of Public Works, for the fiscal year, 1st July, 1879, to the 30th June, 1880, on the works under his control.
- No. 7... POSTMASTER GENERAL:—Report of the Postmaster General, for the year ended 30th June, 1880.

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- No. 10... SECRETARY OF STATE:—Report of the Secretary of State of Canada, for the year ended 31st December, 1880.

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- No. 11... MARINE AND FISHERIES:—Thirteenth Annual Report of the Department of Marine and Fisheries, being for the fiscal year ended 30th June, 1880.
- SUPPLEMENT No. 1:—Report of the Board of Steamboat Inspection, &c., for the year ended 31st December, 1880.
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- No. 12... AGRICULTURE, REPORT OF MINISTER OF:—Report of the Minister of Agriculture for the Dominion of Canada, for the calendar year 1880.
- No. 13... INSURANCE, ABSTRACT AND STATEMENTS OF:—Abstract for 1880, and Report of the Superintendent of Insurance, for 1879.

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- No. 15... LIBRARIAN OF PARLIAMENT:—Report of the Librarian of Parliament on the state of the Library of Parliament.
- No. 16... AGENTS IN LONDON:—Return to Order, showing the amounts of Money in the hands of the Agents in London, on the first day of each month, in the years 1876, 1877, 1878 and 1879, with a Statement of the rate of interest allowed.
- No. 17... DISMISSALS:—Return to Order; Names of persons whose services have been dispensed with, or who have been superannuated or transferred from one office to another, since 13th February, 1879; together with the reasons for such superannuation or transference.
- No. 18... SPECIAL WARRANTS:—Statement of Special Warrants issued by His Excellency the Governor General, in accordance with the provisions of the Act 41 Victoria, Chapter 7, Section 32.
- No. 19... UNFORESEEN EXPENSES:—Statements of payments charged to Unforeseen Expenses by Orders in Council, from the 1st July, 1880, to date, in accordance with the Act 43 Victoria, Chapter 10, Schedule B.
- No. 20... SETTLEMENT BELT, MANITOBA:—Return to Order; Applications for Patents in the Settlement Belt, part of the Parish of Saint Peter, in Manitoba; all evidence taken in reference to the title of the late Chief Pegnis to lands in said Parish. (*Not printed.*)

- No. 21. MANITOBA AND NORTH-WEST TERRITORIES:—Return to Order; Shewing the quantities of lands sold by the Government of Canada in the Province of Manitoba and the North-West Territories; also, the quantity disposed of by free grant or otherwise.
- No. 21a. Return to Order; Notices published since the accession to office of the Ministry on the subject of settlement or sale of the Public Lands in any part of Manitoba or the North-West.
- No. 21b. Return to Address; Correspondence touching the sale of large blocks of land in the North-West to Mr. Brassey, or to any other individual, with a description of any such grant.—(*Not printed.*)
- No. 21c. Return to Order; Statement of the total number of acres of land sold and taken up as homesteads and preemption rights from the acquisition of the North-West up to 31st October last, and the total amount received in money therefrom.
- No. 21d. Return to Address; Copy of any Order in Council granting tracts of land in the North-West to any Railway Company other than the Manitoba South-Western Colonization Railway Company; also, as to the route or termini of any such Railways.—(*Not printed.*)
- No. 21e. Return to Address; Copy of the Order in Council granting about 1,328,000 acres of land in the North-West to the Manitoba South-Western Colonization Railway Company; also, as to the route or terminus of the Railway.
- No. 21f. Return to Address; Correspondence or papers, not already brought down, touching any sale of land in the North-West to any Railway Company.
- No. 21g. Return to Order; Shewing the amount appropriated each year on account of Dominion Lands, the sum expended in surveys and the amount expended in management.
- No. 21h. Return to Order; Of the quantity of lands actually surveyed in Manitoba and in the North-West Territory, the cost of such survey to the 30th of June and the 1st November last, the number of surveyors employed and the average number of lots surveyed.
- No. 21i. Return to Order; Statistics on which were based the plans and prices adopted in 1879 for the sales of Railway Lands and Pre-emptions, and now in force.—(*Not printed.*)
- No. 21j. SELKIRK CROSSING, C. P. R.:—Return to Order; Correspondence in reference to the claims of persons whose lands have been expropriated for the Selkirk Crossing, of the Canadian Pacific Railway.—(*Not printed.*)
- No. 21k. BRITISH COLUMBIA LANDS, C. P. R.:—Return to Address; Orders in Council, and Correspondence with the Government of British Columbia, touching the lands appropriated for the construction of the Pacific Railway in that Province.
- No. 21l. COLONIZATION SOCIETY, MANITOBA:—Return to Order; Documents which have passed between the Department of the Interior at Ottawa and the Dominion Lands Office at Winnipeg, or the President of the Colonization Society of Manitoba, respecting the grant to or the exchange of the Reserve Lands of the said Society; and also respecting the difficulties which arose in 1878 in connection with the settlement of Taché Township.—(*Not printed.*)
- No. 21m. HAMILTON COLONIZATION CO., N.W.:—Return to Address, respecting the claim of settlers on lands set apart for the Hamilton Colonization Company, in the Bird Tail Land District, to be allowed to take up their pre-emptions at one dollar per acre.—(*Not printed.*)
- No. 21n. RESERVATIONS, PUBLIC LANDS, N.-W.:—Return to Address; Orders in Council by which the Government have set apart reservations of the Public Lands of Manitoba for the benefit of the Half-breeds, or Indian population, who were residents previous to the time the Dominion held control of the North-West Territory; also those which have been set apart for Steamship Companies, Mennonites, Icelanders, &c. (*Not printed.*)
- No. 21o. RAILWAY LANDS, B.C.:—Return to Address; Correspondence and telegrams between Mr. J.W. Trutch and the Government, respecting the Railway lands in British Columbia. (*Not printed.*)

- No. 22... SAVINGS BANKS:—Three approved Minutes of Council, relating to the administration of Savings Banks, and to the computation of the rates of interest allowed on Deposits in such Banks, &c., &c.
- No. 23... CANADIAN PACIFIC RAILWAY:—Memorandum of estimated cost of constructing certain sections of the Canadian Pacific Railway,—and also, a Statement of Expenditure on the Canadian Pacific Railway to 30th November, 1880.
- No. 23a. Return to Order; Copies of all offers made by the Government for the construction of a line of Railway from any part of the proposed Canadian Pacific Railway line, to Sault St. Marie.
- No. 23b. Return to Order; Copies of Contracts for the Canadian Pacific Railway, in terms of Section 19 of the Act 37 Vic., cap. 14. (*Not printed.*)
- No. 23c. Return to Address; Copy of the Royal Commission issued to Messrs. Clarke, Keefer and Miall, to enquire into certain public matters.
- No. 23d. Return to Order; Reports of Surveys made since last Session on the line from South-East Bay to Sault Ste. Marie, or on the line between South-East Bay and Thunder Bay.
- No. 23e. Return to Order; Correspondence in connection with the Georgian Bay Branch (of the Pacific Railway) contract, since the 9th day of February, 1880; also particulars of settlement of the claims preferred by Smith, Ripley & Co., or Heney, Charlebois and Flood, in connection with said contract.
- No. 23f. Return to Order; Showing any modifications made under the provisions of any of the contracts for the construction of any part of the Canadian Pacific Railway, prior to the 21st October last, and of any estimates made as to the result of such modifications on the expense of the work.
- No. 23g. Return to Order; Map shewing the proposed Railway grants, under the Canadian Pacific Railway Contract on the Table. (*Not printed.*)
- No. 23h. Return to Order; Statement showing the various modifications and alterations made in location, design and otherwise whereby the estimated cost of the Sections of the Pacific Railway between Kamloops and Yale; between Yale and Port Moody; between Thunder Bay and Selkirk; between Selkirk and Jasper; between Jasper and Kamloops were reduced in April, 1880, from the estimate of 1878, and a Statement of the amount of such estimates of 1878.
- No. 23i. Return to Order; Return of all receipts from Government Railways in operation in the Province of Manitoba and the Territory of Kewaydin, during the months of September, October and November.
- No. 23j. Return to Order; Return of the surveys made in the Fall of 1879 and Winter of 1879-80, by the officers of the Pacific Railway Survey, of the Southern Route or Shore line between Red Rock, Nipigon Bay and the terminus of the Pacific Railway at Thunder Bay.
- No. 23k. Return to Address; Correspondence touching the contracts for the two Sections of 100 miles each of the Canadian Pacific Railway, West of Red River, and touching the cancellation of either of the said contracts, the execution of the work thereon and the cost thereof.
- No. 23l. Return to Order; Statement showing the quantity of steel rails and fastenings bought by the Government in 1879, and the average price thereof; Statement of interest on such price from the date of payment at the rate at which part thereof are to be conveyed to the Canada Pacific Railway Company.
- 2nd. The quantity of such rails and fastenings already delivered.
 - 3rd. The quantity of such rails and fastenings already used by the Government, and the quantity required for the completion of the Government part of the Railway.
 - 4th. The quantity which will remain for conveyance to the Company, and the price thereof.
 - 5th. The market value of such last mentioned quantity on the average prices for each of the months of September and October, A.D. 1880, and on the price of 21st October, 1880.
- No. 23m. A new offer for the construction and operation of the Canadian Pacific Railway, submitted to the Honorable Sir Charles Tupper, K.C.M.G., M.P., Minister of Railways and Canals, for the Dominion of Canada, Ottawa.

- No. 23n CANADIAN PACIFIC RAILWAY:—Return of Telegrams respecting deposits held on account of the new offer for the construction of the Canadian Pacific Railway.
- No. 23o.. Return to Order; Information on which the Government based their judgment in accepting the Union Pacific Railway, as the same was when first constructed, as the standard regulating the quality and character of the proposed Canadian Pacific Railway, its materials and equipment, and of any detailed estimate which has been made by any Officer of the Government as to the cost of the works under progress and to be constructed by the Government, and of those to be constructed by the projected Company, according to such standard.
- No. 23p.. Return to Address; Copy of the Order in Council, passed in or before the year 1873, fixing Esquimalt as the Western Terminus of the Canadian Pacific Railway. (*Not printed.*)
- No. 23q.. Return to Address; Correspondence between the Government and the proprietors of the Haggas Patent Water Elevator for Locomotives, which was furnished to the Government on the first Section of the Canadian Pacific Railway, West of Thunder Bay, last year. (*Not printed*)
- No. 23r.. Return to Address; Memoranda and Orders in Council relating to the withdrawal of Sanford Fleming, from the position of Chief Engineer of the Canadian Pacific Railway. (*Not printed.*)
- No. 23s.. Return to Order; Statement of the quantity and value of the iron for bridging on the Canadian Pacific Railway, from Selkirk to Kamloops, and information as to the number, length and character of the bridges. (*Not printed*)
- No. 23t.. Return to Order; Correspondence respecting the claim of C. Horetzky, for higher compensation than he has received for his services in exploring the region between the Skeena and Peace Rivers, in the year 1879. (*Not printed.*)
- No. 23u.. Communication from Mr. C. Drinkwater, Secretary of the C. P. R. Co., dated Montreal, 25th February, 1881, transmitting an extract from the minutes of the first meeting of the Directors, having reference to the proposed agreement between the Government and the Company, on the subject of running powers over a portion of the C. P. R. to Callander Station, etc.
- No. 23v.. Statement of amounts required for the Pembina Branch of the Canadian Pacific Railway.
- No. 24... RECEIPTS AND EXPENDITURE :—In detail, of the Dominion of Canada, for the six months ending the 31st January, 1881.
- No. 25... SUPERANNUATION :—Statement of allowances and gratuities under the Act 33 Vic., cap. 4.
- No. 26... SUGARS :—Return to Order; showing the quantities of Sugars sent over the Intercolonial Railroad from Halifax to all other places in the Dominion in the years ending December 31st, 1878, and in March 11th, 1880, and the rates of freight, &c.
- No. 27... BANKS :—List of shareholders of the several Banks of the Dominion of Canada. (*Not printed.*)
- No. 28... CENSUS :—Report of work done and moneys expended on account of the forthcoming census. (*Not printed.*)
- No. 29... LACHINE CANAL :—Return to Order; Correspondence of Engineers, in relation to the accident which has recently occurred in Section No. 11 of the Lachine Canal, now under contract. (*Not printed.*)
- No. 30... BONDS AND SECURITIES :—Statement of all Bonds or Securities registered in the Department of the Secretary of State of Canada. (*Not printed.*)
- No. 31... TOBACCO, CANADIAN :—Return to Order, Statement showing the names and places of residence of all persons who, since 1st May, 1880, obtained licenses for the manufacture of tobacco cultivated in Canada. (*Not printed.*)
- No. 31a.. Return to Order; showing the amount of Inland Revenue collected for Canadian grown tobacco, for the year ending 31st December, 1880. (*Not printed.*)

- No. 32... **GEOLOGICAL SURVEY** :—Report of Progress of the Geological Survey of Canada, by Alfred R. C. Selwyn, F.R.S., F.G.S., Director, for the year 1878-79. (*Not re-printed for Sessional Papers*)
- No. 33... **WILSON, MAJOR C.** :—Return to Order; Correspondence between Major C. Wilson, and the Militia Department, in reference to a Return of certain Duties paid upon Rifles imported for the use of the Rifle Association of the 33rd Battalion. (*Not printed.*)
- No. 34... **RONDEAU, HARBOR OF REFUGE** :—Return to Order; showing the names of parties who tendered to perform the work advertised during the present year in connection with the improvement of the Harbor of Refuge at Rondeau. (*Not printed.*)
- No. 35... **DOMINION STATUTES** :—Official Return of the distribution of the Dominion Statutes of Canada, being 43rd Victoria, Second Session of the Fourth Parliament, 1880. (*Not printed.*)
- No. 36... **INTERCOLONIAL RAILWAY** :—Return to Order; Correspondence relating to the claims of Mr. Patrick Ultican, of Belledune, Restigouche, for damages to his farm occasioned by overflow of water, in connection with the Intercolonial Railway. (*Not printed.*)
- No. 36a... Return to Order; Correspondence relating to the selling of Hay through King's County, in the Province of New Brunswick, on the Intercolonial Railway. (*Not printed.*)
- No. 36b... Return to Order; Correspondence and Award of — Simard, Esquire, Official Arbitrator in the case of Lucien Morin, Antille, and several others of the Parish of St. Roch-des-Aulnets, County of L'Islet, claiming damages from the Government on account of borrowing pits for the use of the Intercolonial Railway. (*Not printed.*)
- No. 36c... Return to Order; Copies of the notices respecting the sale of hay alongside the track of the Intercolonial Railway, and the names of the tenderers, &c. (*Not printed.*)
- No. 36d... Return to Order; Papers and accounts relating to a claim made by G. A. Girouard, for an alleged delivery of sleepers on the Intercolonial Railway, on which a payment of \$2,640 appears to have been made by Special Warrant.
- No. 36e... Return to Order; Instructions given to Collingwood Schreiber, Esq., C. E., since 10th October, 1878, on the subject of enquiries made or to be made by him, against certain persons employed on the Northern Division of the Intercolonial Railway; also, on the subject of resignations and dismissals of persons employed on the same division of the Railway, &c., (*Not printed.*)
- No. 36f... Return (in part) to Order; Statement showing the names of the several persons employed on the Intercolonial Railway, in Quebec, New Brunswick and Nova Scotia; their ages, nationalities and religious faith; their residence and the present amount of their yearly salary, &c.; and the names of those who have ceased to be employed on the railway since the 18th October, 1878. (*Not printed.*)
- No. 36g... Return to Order; Award of Dominion Arbitrators on a claim of one Alexander Forbes, for fencing on the Intercolonial Railway, on which a payment of \$172.18 appears to have been made by Special Warrant. (*Not printed.*)
- No. 36h... Return to Order; Contract between the Government and Denis Coholan, dated 18th January, 1877, with that part of the specification relating to the size and number of scows employed with the dredges operating at the Deep-water Terminus of the Intercolonial Railway, St. John, N.B. (*Not printed.*)
- No. 36i... Return to Order; Copy of the contract for fencing entered into by Thomas B. Smith, on the Intercolonial Railway, in 1871-1872, in which a payment has been made of \$1,894.50 by Special Warrant. (*Not printed.*)
- No. 36j... Return to Order; Return of the contracts made since February, 1877, for dredging at the Deep-water Terminus of the Intercolonial Railway, St. John, N.B. (*Not printed.*)

- No. 36k. INTERCOLONIAL RAILWAY:—Return to Order; Report of the Survey made in 1880, with a view to the construction of a branch of the Intercolonial Railway to lead by way of St. Michael or St. Charles to the terminus at St. Joseph de Lévis. (*Not printed.*)
- No. 36l. Return to Order; Showing the claims of contractors and others, arising out of the construction of the Intercolonial Railroad, made or reported upon, since the Report dated November 27th, 1880, made by F. Shanly, Esq.
- No. 36m. Return to Address; Orders in Council respecting the claims of contractors on the Intercolonial Railway, since January 1st, 1880; also, for all instructions issued to Mr. Shanly respecting the same.
- No. 36n. Return to Order; Statement showing the amount and character of the various claims made by contractors on the Intercolonial Railway since its completion; the cases in which a settlement was obtained; also, the Report of Mr. Sandford Fleming, Mr. C. Schreiber and Mr. Brydges in each case.

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- No. 37... PARKHILL POST OFFICE:—Return to Order; Evidence taken before the Post Office Inspector, in the course of the present year, with reference to the affairs of the Post Office at Parkhill. (*Not printed.*)
- No. 38... PICKLED FISH, RETURNS OF:—Return to Order; Returns furnished the Department of Inland Revenue for the present year by the Inspector or Deputy Inspectors of Pickled Fish, for the County of Shelburne, together with a Statement of the fees collected by the said officers. (*Not printed.*)
- No. 39... WEIGHTS AND MEASURES, APPOINTMENTS AND DISMISSALS:—Return to Order; Appointments or dismissals made under the Weights and Measures Act, from the 1st day of July, 1879, to date, and the causes of such dismissals, if any; and the receipts and expenditures under the said Act.
- No. 39a... Return to Order; Correspondence relating to the claim of Théotim Blanchard, late Inspector of Weights and Measures for the Counties of Gloucester and Restigouche, N.B., for the payment to him of the portion of his salary withheld as his contribution to the Superannuation Fund. (*Not printed.*)
- No. 39b... Return to Order; Charges made against Horatio N. Tabb, formerly Deputy Inspector of Weights and Measures, of the evidence taken on the enquiry into such charges, and of the finding of the officer who made such enquiry. (*Not printed.*)
- No. 39c... Return to Order; Showing the Revenue derived from the Weights and Measures Branch of the Inland Revenue Department, and the expenditure; also, accounts in detail of all Instruments purchased for the use of the Weights and Measures Department, and of the expenses, on two occasions, to England, of the Commissioner of Inland Revenue. (*Not printed.*)
- No. 40... IRON AND GOLD ORE:—Return to Order; Iron Ore and Gold Ore exported from Belleville or the County of Hastings, during the last year. (*Not printed.*)
- No. 41... CATTLE EXPORTED:—Return to Order; Comparative Statement of Cattle and Sheep exported from Canada to England, during the years 1879 and 1880.
- No. 42... TIMBER LIMITS, QUEBEC:—Return to Address; Correspondence between the Government of Canada and the Government of Quebec, in reference to the Timber Limits north of the boundary of Quebec. (*Not printed.*)
- No. 43... SMOKED HERRINGS, INSPECTION FEE:—Return to Order; Correspondence between the Inland Revenue Department and the Chamber of Commerce of Halifax, on the subject of the inspection fee on Smoked Herrings. (*Not printed.*)
- No. 44... LAND GUIDES, N. W. TERRITORIES:—Return to Address; Showing the names and nationality of all the Government Land Guides in the Province of Manitoba and the North-West Territories, the salary or allowance paid to each, and Statement of all costs and expenses connected with this branch of the Public Service.

- No. 45... MOUNTED POLICE SUPPLIES:—Return to Order; Advertisements for Tenders for Mounted Police and Indian Supplies, together with all Tenders made in response to said Advertisements. (*Not printed.*)
- No. 46... SUPREME AND EXCHEQUER COURTS:—Return to Address; Statements showing all Judgments rendered by the Supreme and Exchequer Courts since the 1st day of January last, the amount of claim and costs in each suit, and the amount of fees paid to the Registrar in each suit.
- No. 47... LAYAL UNIVERSITY:—Return to Address; Correspondence and Memorandum from the Honorable the Minister of Justice to the Honorable Secretary for the Colonies, concerning the amendment to the Royal Charter granted to Laval University of Quebec, from January, 1879, up to this date.
- No. 47a... Supplementary Return; Showing,—
 1st. The Draft of a proposed new Charter for the Laval University, which Draft was sent to England with the Archbishop and Bishop's petition.
 2nd. The reply of the Colonial Secretary to that Petition, and all other documents connected with the Laval University question.
 3rd. The petition and the "Exposé de faits" of "l'École de Médecine et de Chirurgie de Montréal," registered in the Honorable Secretary of State's Office during the present month. (*Not printed for Sessional Papers.*)
- No. 48... THAMES RIVER:—Return to Order; Reports of Surveys made since last Session of the River Thames, from Chatham to the City of London, with the view to the improvement of the Navigation of that River. (*Not printed.*)
- No. 49... ISLAND RAILWAY, B.C.:—Return to Address; Correspondence with the Government of British Columbia, or with any persons in that Province, respecting the Island Railway. (*Not printed.*)
- No. 50... WRECKING, INLAND WATERS:—Return to Address; Correspondence between Sir Edward Thornton and the Secretary of State for the United States, relative to wrecking and towing in Inland waters.
- No. 51... LOCOMOTIVES PURCHASED:—Return to Order; Showing the number of Locomotives, or other Railway rolling stock, purchased by the Government under contract or otherwise during the year; the places where they were manufactured and purchased, and the prices paid.
- No. 52... TRENT VALLEY CANAL:—Return to Order; Correspondence between parties in Chicago and the Department of Public Works, or of Railways and Canals, respecting constructing the Trent Valley Canal. (*Not printed.*)
- No. 53... SHELburnE FISHERY OFFICER:—Return to Order; Return of all fines imposed by the Fishery Officer of the County of Shelburne, upon whom, and for what offence. (*Not printed.*)
- No. 54... FISHERIES, STATISTICS OF:—Return to Order; Instructions issued by the Department of Marine and Fisheries to their officers, as a guide in the collection of statistics as to the annual production of the Fisheries. (*Not printed.*)
- No. 55... JUDGES' RETIRING ALLOWANCES:—Return to Address; Statement of the Number of Judgeships in each Province, at the time of the Union of such Province with Canada, the incumbents of which were entitled in certain events to retiring allowances; and the number actually receiving such retiring allowances at such time; and a like statement for each year since Confederation.
- No. 56... JUDICIAL WORK, QUEBEC:—Return to Address; Correspondence on the subject of the distribution of the judicial work of the Province of Quebec.
- No. 57... LUARD, MAJOR GENERAL:—Return to Address; Correspondence with the Imperial Government in relation to the appointment of Major General Luard as the officer in command of the Militia of Canada. (*Not printed.*)
- No. 58... WILLIAMSBURGH CANAL:—Return to Order; Engineer's Report on the cost of increasing the water-power of the Williamsburgh Canal. (*Not printed.*)
- No. 59... WHEAT, GRINDING IN BOND:—Return to Address; Copies of all Orders in Council and Departmental Regulations for the grinding of Wheat in bond in the Dominion of Canada, since the 14th March, 1879.
- No. 59a... Return to Order; Showing the names of all parties who have imported Wheat for the purpose of grinding in bond; also, Statement of the quantity of Flour exported by each party.

- No. 60... **BODWELL, E. V.**—Return to Address; Correspondence on which was based the Commission issued in the case of Mr. E. V. Bodwell, then Superintendent of the Welland Canal; also, for all papers in connection with Mr. Bodwell's transfer to British Columbia. (*Not printed.*)
- No. 61... **GRAIN RATES** *via* HALIFAX:—Return to Order; Correspondence relating to rates of freight for Grain to England *via* Halifax, or touching in any way the question of the transportation of Grain, etc., over the Intercolonial Railway and by steamship from the Port of Halifax to Great Britain.
- No. 61a... Supplementary Return to Order; Correspondence between the Department of Railways and Canals and the owners of steamships, relating to rates of freight for Grain to England *via* Halifax.
- No. 62... **BRIDGE IRON.**—Return to Order; Shewing the quantity and value of Bridge Iron and Iron Bridges entered for duty from the United States, with the duty collected thereon from 1st day of January, 1875, to 15th December, 1880, and shewing all the cases in which any seizure had been made for under valuation. (*Not printed.*)
- No. 63... **DRAWBACKS ON GOODS.**—Return to Order; Of all claims presented for drawbacks on Goods manufactured for export since 14th March, 1879, showing the names of all applicants, etc., and the articles on which the drawback was claimed. (*Not printed.*)
- No. 64... **CUSTOMS APPRAISALS OF GOODS:**—Return to Order; Instructions as to the appraisement of goods sent to Officers of the Customs, and all regulations made under Sec. 10, cap. 15, 42 Vic., in regard to appraisals. (*Not printed.*)
- No. 65... **PENITENTIARIES:**—Report of the Minister of Justice, as to Penitentiaries in Canada, for the year ending 30th June, 1880.
- No. 66... **CHARYBDIS:**—Message; Correspondence on the subject of the gratuitous transfer from the Imperial to the Canadian Government of Her Majesty's Steam Corvette *Charybdis* for training school purposes.
- No. 67... **EMIGRATION, VIA SARNIA AND WINDSOR:**—Return to Order; Number of persons who have passed from Canada into the United States by way of Sarnia and Windsor since the 1st of January, 1880; also, Statement of the number of persons who have within the same period come into Canada from the United States by way of Windsor and Sarnia. (*Not printed.*)
- No. 68... **EMIGRATION, IRELAND TO NORTH-WEST:**—Message; On the subject of assisted Emigration from Ireland to Manitoba and the North-West, together with a copy of the Despatch from His Excellency the Governor-General transmitting the same.
- No. 69... **CO-OPERATIVE ASSOCIATION:**—Return to Address; Correspondence between the Customs Department and the Collector of the Port of Montreal, relating to his connection with the Co-operative Association, together with all Orders and Regulations of the Department, relating to Customs Officers in such cases. (*Not printed.*)
- No. 70... **QUEBEC AND LAKE ST. JOHN RAILWAY:**—Return to Order; Report of A. L. Light, Esq., Engineer-in-Chief of the Province of Quebec, relating to the railway from Quebec to Lake St. John, and the Quebec and Lake St. John Railway Company. (*Not printed, the Supplementary Return being a corrected copy.*)
- No. 70a... Supplementary Return to Order; Report of A. J. Light, Esq., Engineer-in-Chief of the Province of Quebec, relating to the railway from Quebec to Lake St. John, and the Quebec and Lake St. John Railway Company.
- No. 71... **P. E. I. RAILWAY ACCIDENT:**—Return to Address (Senate); Correspondence having reference to an accident which occurred during the month of August last, between the York and Suffolk Stations of the P. E. I. Railroad. Also, a Return of the number of new sleepers or ties used on the said railway since the occurrence of the accident referred to, together with cost of same. (*Not printed for Sessional Papers*)
- No. 72... **LIFE-SAVING STATIONS:**—Return to Order; Correspondence upon the question of establishing life-saving stations upon the inland waters of the Dominion. (*Not printed.*)

- No. 73... BOUNDARIES, ONTARIO AND QUEBEC:—Return to Address; Correspondence between the Government of the Dominion and the Imperial Government, on matters relating to the Boundaries of the Provinces of Ontario and Quebec. (*Not printed.*)
- No. 74... ST. FRANCIS RIVER:—Return to Order; Report of the Engineer who, in 1880, conducted the exploratory surveys of the River St. Frances, in the County of Yamaska. (*Not printed.*)
- No. 75... PARIS EXHIBITION:—Return to Order; Report of the Canadian Commissioners appointed in connection with the Paris Exhibition.
- No. 75a... Return to Order; Showing the names &c., of all persons appointed by the Dominion Government as Commissioners, &c., in connection with the Canadian Exhibit at the Paris Exposition, held in the year 1878; also, Statement of all moneys paid for salary of each, and for expenses of living, &c.
- No. 76... IRELAND, RELIEF OF:—Return to Address; Correspondence respecting the expenditure of the sum of One hundred thousand dollars, voted by the Canadian Parliament last Session, for the relief of those in Ireland who were threatened by famine.
- No. 77... BAPTISMS, MARRIAGES AND BURIALS:—General Statement of, for certain Districts in the Province of Quebec, for the year 1880. (*Not printed.*)
- No. 78... FRENCH TRANSLATORS:—Return showing the names of all persons employed as permanent and sessional French Translators of the House of Commons, from the 1st January, 1874, to the 1st February, instant, with the salary or wages to each of them respectively. (*Not printed.*)
- No. 78a... Statement showing the names of all persons employed as additional French Translators of the House of Commons, translating by page, during the last Session of the Dominion Parliament. (*Not printed.*)
- No. 78b... Return to Order; Correspondence in relation to the sub-division of the Department or Office of French Translators, with a view to having a special office for the translation of the Laws of Canada. (*Not printed.*)
- No. 79... POLICE MAGISTRATES:—Return to Address; Correspondence relating to the rights of the Provincial Governments to appoint Police Magistrates, Justices of the Peace, and Inspectors of Licences. (*Not printed.*)
- No. 80... RECEIPTS AND PAYMENTS:—Statement of receipts and payments from the 1st to the 10th February, 1881, and from the 1st July, 1880, to the 10th February, 1881. (*Not printed.*)
- No. 81... LOWER LIGHTSHIP, TRAVERSE:—Return to Order; Correspondence respecting the contract for all the wood furnished to the Department of Marine, for the use of the Lower Lightship in the Traverse, during the past summer, and the price paid for this wood, &c. (*Not printed.*)
- No. 82... LUARD, MAJOR-GENERAL:—Return to Address; Correspondence relating to the appointment of Major-General Luard; together with copies of all complaints in regard to the administration of Militia affairs by the said Luard. (*Not printed.*)
- No. 83... SILVER ORE:—Return to Order; Return of the number of tons of Silver Ore exported from Ontario during the past five financial years. (*Not printed.*)
- No. 84... WRECKAGE IN CANADIAN WATERS:—Return to Address; Copies of all the evidence collected in regard to Wreckage in Canadian waters, particularly on the shores of Lakes Erie, Ontario and Huron, and Rivers St. Clair and Detroit, and of the money expended and to whom paid for collecting the same. (*Not printed.*)
- No. 85... INDIANS, N.W. TERRITORIES:—Return to Order; Statement shewing in what parts of the North-West Territories there has been a total failure of the usual supply of the food on which the Indians subsist, and how many Indians in consequence have been dependent upon the Indian Department for the means of subsistence. (*Not printed.*)
- No. 85a... Return to Order; Correspondence relating to the dismissal of any Indian Agent or other officer connected with the management of Indian affairs in the North-West Territories. (*Not printed.*)

- No. 85b. Return to Order; Statement showing what progress has been made in surveying Indian Reserves under the Indian Act of 1880. (*Not printed.*)
- No. 85c. Return to Order; Showing the name and nationality of each of the instructors to the Indians in the Territories of Canada; the salary or allowance paid to each, and a Statement of all expenses connected with the instruction of said Indians. (*Not printed.*)
- No. 86... **TIMBER LIMITS, N.W. TERRITORIES**:—Return to Address; Return of the several Timber Limits granted to parties in the North-West Territories and Keewatin, and the names of those to whom they were granted.
- No. 87... **DOMINION SURVEYORS**:—Return to Order; Statement showing the names of the several Dominion Surveyors employed between the year 1873 and the 15th December, 1880, on Surveys of Public Lands elsewhere than in their respective Provinces; their ages, &c., the amount of their salaries, together with a summary showing, by Provinces and nationalities, the number of Surveyors now working in British Columbia, Manitoba and the North-West. (*Not printed.*)
- No. 88... **ESTIMATES, DEPT. INTERIOR AND INDIAN AFFAIRS**:—Estimate of amounts required for 1881-82 for the Department of the Interior,—and the same for the Department of Indian Affairs.
- No. 89... **FRENCH SHIPPING BOUNTIES BILL**:—Return to Address; Correspondence relating to the French Shipping Bounties Bill, which has passed the Chamber of Deputies, and is now under the consideration of the French Senate. (*Not printed.*)
- No. 90... **TUCK, S. P.**:—Correspondence in reference to the unpaid liabilities for labor and materials of S. P. Tuck as contractor for the enlargement of St. Peter's Canal, Cape Breton. (*Not printed.*)
- No. 91... **BEAUHARNOIS CANAL**:—Return to Order; Statement shewing the date of the appointment of Thomas Brossoit, surnamed Bourguignon, as Paymaster and Collector on the Beauharnois Canal, and the amount of his contingent expenses. (*Not printed.*)
- No. 91a. Return to Order; Copies of all leases granted to any persons for the use of waterpowers, and for certain privileges in relation to the construction of wharves or warehouses on the Beauharnois Canal. (*Not printed.*)
- No. 91b. Return to Order; Report of H. Parent, Engineer, relative to the change of bridge across the lock on the Beauharnois Canal, at Valleyfield. (*Not printed.*)
- No. 91c. Return to Order; Report of H. Parent, Engineer, relative to the lease of certain land on the north shore of the Beauharnois Canal, at Valleyfield. (*Not printed.*)
- No. 91d. Return to Order; Return of the tolls collected each year on the Beauharnois Canal, since 1872, up to the present time. (*Not printed.*)
- No. 91e. Return to Order; Reports made by Antoine Dosithé Danis, as Collector and Paymaster upon the Beauharnois Canal, and submitted by him to the Departments of Inland Revenue, Public Works, and of Railways and Canals. (*Not printed.*)
- No. 92... **NEW CARLISLE HARBOR**:—Return to Order; Report of the Engineer who conducted the survey of the Harbor of New Carlisle in 1880. (*Not printed.*)
- No. 93... **RESTIGOUCHE FERRY**:—Return to Order; Correspondence in relation to the issue of a license to Mr. James Quinn, to keep the Ferry on the River Restigouche, between Cross Point, in the Province of Quebec, and Campbellton, in the Province of New Brunswick. (*Not printed.*)
- No. 94... **MONTREAL REGISTRY OFFICE**:—Correspondence since the 1st January, 1875, relative to the division of the Montreal Registry Office, and the consequent claim of G. H. Ryland, Esquire, under the arrangement entered into with him by Her Majesty's Lord High Commissioner, on the part of the Imperial Government in the year 1841. (*Not printed for Sessional Papers.*)
- No. 94a. Supplementary Return to Address; Correspondence between the Imperial, the Dominion and Quebec Governments, respectively, since 1st January, 1875, relative to the division of the Montreal Registry Office, and the consequent claim of G. H. Ryland, Esquire. (*Not printed for Sessional Papers.*)

- No. 95... NORTH SHORE MAILS :—Return to Order ; Correspondence connected with the letting of the last contract for carrying the North Shore Mails between Little Current and Sault Ste. Marie. (*Not printed.*)
- No. 96... LESUEUR, MR.—Return and Supplementary Return to Order ; Reports relating to the superannuation of Mr. LeSueur, formerly of the Post Office Department. (*Not printed.*)
- No. 97... DOMINION POLICE ;—Statement of Expenditure of the Dominion Police during the year 1880, in accordance with the Act 31 Vict., cap. 73, sec. 6. (*Not printed.*)
- No. 98... HEALTH LEGISLATION :—Return to Address ; Copies of all Resolutions from Medical Conventions asking for Health Legislation.
- No. 99... FISHING LICENSES, LAKES HURON AND SUPERIOR :—Return to Order ; Licenses granted for fishing grounds on Lakes Huron and Superior within the past two years. (*Not printed.*)
- No. 99a... Return to Order ; Correspondence in relation to Licenses granted for fishing grounds, within the past four years, at and in the vicinity of Killarney, in the District of Algoma. (*Not printed.*)
- No. 100... SHIPPEGAN, N.B., BREAKWATER :—Return to Order ; Reports of Engineers, or others, respecting the repairs made on the Dam or Breakwater at Shippegan, N.B., in the year 1880. (*Not printed.*)
- No. 101... MILITARY COLLEGE GRADUATES :—Return to Order ; Statement of the names of the Graduates of the Military College holding First and Second Class Certificates obtained in the last Annual Examination ; those who have gone into the British Army ; those who have been employed by the British Government, and those who have left Canada for the United States. (*Not printed.*)
- No. 102... CAPE TORMENTINE AND CAPE TRAVERSE RAILWAYS :—Return to Order ; Correspondence during the past two years in reference to building lines of Railway from the Intercolonial Railway to Cape Tormentine, in Westmoreland County, and from Cape Traverse, in Prince Edward Island, to the Prince Edward Island Railway. (*Not printed.*)
- No. 103... CENSUS :—Return to Order ; Statement as to the number of persons counted during the last Census, though absent from the place in which they were counted ; distinguishing by Provinces, and also between those said to be absent ; a Statement of the means, if any, to be taken during the next Census, to secure the suggested information. (*Not printed.*)
- No. 103a... Return to Order ; List of the names of persons appointed to take the next Census, giving the office held by each, and the District for which he is appointed. (*Not printed.*)
- No. 103b... Return to Order ; Copies of all written instructions and forms prepared for the use of any of the officers engaged in taking the Census of 1871, and the like information in connection with the Census for 1881. (*Not printed.*)
- No. 104... HALIFAX COMMISSION :—Return to Address ; Correspondence between His Excellency and Prof. Henry Y. Hind, in reference to alleged inaccurate Statistics, submitted to the "Halifax Commission," appointed under the Washington Treaty. (*Not printed.*)
- No. 104a... Correspondence respecting the alleged falsification of some of the Statistics submitted, as part of the English case, to the Fishery Commission which sat at Halifax in 1877 ; also, Report by the Commissioner of Fisheries, with reference to such alleged falsification. (*Not printed.*)
- No. 105... N. W. TERRITORIES, NEW NAMES :—Return to Order ; Correspondence relating to the substitution of new names for ancient and historic ones, in the North-West Territories, more especially along the route of the Pacific Railway. (*Not printed.*)
- No. 106... SQUATTERS, POINT PELÉE REEF :—Return to Order ; Correspondence respecting the rights of Squatters on the Naval Reserve on Point Pelée Reef, in the County of Essex. (*Not printed.*)
- No. 107... ADVERTISING AND SUBSCRIPTIONS :—Return to Order ; Monthly Statement of the amount expended during the years 1878 and 1879, in advertising on behalf of the Government. (*Not printed.*)

- No. 108.. EAGER, J. B. :—Return to Order ; Statement of the amounts which have been paid to J. B. Eager, late Clerk in the Hamilton Post Office, since the date of his superannuation ; also, correspondence in reference to the cause of the said Superannuation. (*Not printed.*)
- No. 109. IMMIGRANTS, MANITOBA :—Return to Order ; Statement of the number of immigrants who have gone into Manitoba and the North-West Territories for the year ending October 31st, 1880 ; the number who have purchased lands ; the number who have taken homesteads and pre-emption rights, and the number of acres sold. (*Not printed.*)
- No. 110.. TRAVELLING EXPENSES :—Return to Order ; Showing the expenses incurred by the several Members of the Government, and other persons sent to England, or elsewhere, on behalf of the Government, from the 1st day of November, 1878, to date.
- No. 110a Return to Order ; Return of expenses incurred by Members of the Government, and other persons sent to England, or elsewhere, on behalf of the Government, from the 1st January, 1874, to 1st October, 1878.
- No. 111.. HUDSON'S BAY CO., SUMS PAID TO :—Return to Order ; Statement of all amounts paid the Hudson's Bay Company by the various Departments, since the transfer of their Territory to Canada. (*Not printed.*)
- No. 111a Return to Address ; Correspondence with the Hudson's Bay Company with reference to the South-east quarter and the North half of Section 7, Township 17, Range 20, West of the 1st principal Meridian, and for all Papers, &c., respecting the granting of the said land to the Company. (*Not printed.*)
- No. 111b Return to Address ; Communications to the Government since the last Session of Parliament, on the subject of the navigation of Hudson Bay. (*Not printed.*)
- No. 112.. CASTLE GARDEN, QUEBEC :—Return to Order ; Papers in support of the claim of Henry A. P. Holland, to the Castle Garden property, Quebec. (*Not printed.*)

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- No. 113. CIVIL SERVICE COMMISSION :—Report of the Civil Service Commission, and Appendix, with the Evidence in full.
- No. 114.. POST OFFICE, SOREL :—Return to Address ; Correspondence between the Government and Michel Mathieu, Esquire, Advocate, M.P.P., in relation to the purchase of a property for the establishment of a Post Office in the town of Sorel. (*Not printed.*)
- No. 115.. POST OFFICE, MONTREAL, BOXES :—Return to Order ; Statement showing the number of Boxes, Drawers and Pigeon-holes in the Montreal Post Office ; the number let before the rent was raised, and the number of those not let, since the rent was so raised. (*Not printed.*)
- No. 116.. WIARTON HARBOR :—Return to Order ; Report of the Engineer who made a survey of Wiarthon Harbor. (*Not printed.*)
- No. 117.. RICE AND POWDER, B.C. :—Return to Order ; Return of all duties collected on Rice and Powder imported into the Province of British Columbia during the last fiscal year. (*Not printed.*)
- No. 118.. COAL IMPORTED :—Return to Order ; Return showing the quantity of Coal imported into the Dominion from 30th June last, and the duty collected thereon. (*Not printed.*)
- No. 119.. MANITOBA, LAKE OF :—Return to Order ; Reports made since last Session upon the present water level of Lake Manitoba, and the estimated cost of lowering the same. (*Not printed.*)
- No. 120.. OFFICIAL DEBATES, HOUSE OF COMMONS :—Statement of the actual cost in each year, for the last four years, of the Official Debates, with a Statement of the moneys paid in each year for this service. (*Not printed.*)

- No. 121.. ST. VINCENT DE PAUL PENITENTIARY:—Return to Address; Correspondence respecting the management and administration of the St. Vincent de Paul Penitentiary, since the 1st January, 1880. (*Not printed.*)
- No. 122.. POINT ST. PIERRE LES BECQUETS:—Return to Order; Documents relating to improvements to be made on the Shoals of the St. Lawrence, off Point St. Pierre les Becquets, and of the Reports of the Government Engineers in relation to the said Works. (*Not printed.*)
- No. 123.. BRITISH CANADIAN INVESTMENT COMPANY:—Statement of Affairs, and List of Shareholders of the British Canadian Loan and Investment Company (Limited), on the 31st December, 1879, in compliance with the Act 43 Vict., cap. 43. (*Not printed.*)
- No. 124.. CHAUDIERE RAILWAY BRIDGE:—Return to Order; Statement showing the value for Duty at which the Iron for the construction of the Chaudière Railway Bridge was entered, the addition made to said value by the Appraiser or Collector at the Port of Ottawa, the names of the Merchant Appraisers appointed under Sec. 45, cap. 10, 40th Vict., to whom the final appraisal was referred. (This return also covers the Return to Order of 20th December last; for correspondence relative to the seizure or appraisal of the Bridge Iron for the Chaudière Railway Bridge, and the results of such appraisements, if any.)
- No. 125.. WINDOW SHADE CLOTH:—Return to Order; showing the number of yards of Oil-finished Window Shade Cloth imported into Canada during the last twelve months, and the total value of the same. (*Not printed.*)
- No. 126.. POST OFFICE, PRESCOTT:—Return to Address; Correspondence connected with the removal of the Post Office in Prescott to the Town Hall. (*Not printed.*)
- No. 127.. CASCUMPEC HARBOUR:—Return to Order; Engineer's Report of Survey made at Cascumpec Harbour, Prince County, Prince Edward Island, during the summer of 1880, with a view to improving said Harbour.
- No. 128.. VANKLEEK HILL, POSTMASTER:—Return to Order; Correspondence in relation to the dismissal of Duncan McDonell, late Postmaster of Vankleek Hill, in the County of Prescott; and correspondence with one McLaurin, the present Postmaster of Vankleek Hill, respecting his appointment to the said office. (*Not printed.*)
- No. 129.. YAMASKA RIVER:—Return to Order; Report of the Engineer who, in 1880, conducted the Exploratory Surveys of the River Yamaska, from its mouth up to La Belle Pointe, in the Counties of Bagot and St. Hyacinthe. (*Not printed.*)
- No. 130.. LAKE ERIE, SURVEYS:—Return to Order; Reports of Surveys for Harbors made by the late John Lindsay, Esq., C. E., on the North Shore of Lake Erie, between Point Pelée Reef and the mouth of the Detroit River. (*Not printed.*)
- No. 131.. BURLINGTON BAY CANAL SWING BRIDGE:—Return to Address; Order in Council regulating the working of the Railway Swing Bridge crossing Burlington Bay Canal. (*Not printed.*)
- No. 132.. POST OFFICE ORDERS:—Return to Order; Showing the amount of money sent by Post Office Orders to Great Britain and Ireland and the United States, during the past year 1880, and the cost of the same. (*Not printed.*)
- No. 133.. BOSTON, WINTER PORT:—Return to Order; Correspondence between the Postmaster General and the owners or agents of the Allan Line of Steamers relative to the selection by them of the Port of Boston, as their terminal Winter Port, or in any way connected therewith. (*Not printed.*)
- No. 134.. FISH-BREEDING, NEWCASTLE:—Return to Order; Showing the cost of maintaining the Fish-Breeding establishment, at, or near Newcastle, Ontario, for the year 1876, and for each year since, including the year 1880. (*Not printed.*)
- No. 135.. POST OFFICE, DOMINION CITY:—Return to Order; Evidence taken before the Deputy Postmaster of Winnipeg in the course of the present year, with reference to the grave complaints made against the management of the Post Office at Dominion City; also copy of the Report of the said officer. (This Return contains the information required by a similar Order of The House of the 21st February, last.) (*Not printed.*)
- No. 136.. TORONTO HARBOR:—Return to Order; Report made by Government Engineers respecting works in the Harbor of Toronto, since 1st January, 1880. (*Not printed.*)

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- No. 137..NICOLET RIVER:--Return to Order; Correspondence in relation to the deepening of the River Nicolet, and a Harbor Refuge at the entrance of that river. (*Not printed.*)
- No. 138..SOURIS, WEST, BREAKWATER:--Return to Order; Correspondence and Report of Engineers in relation to the construction of a Breakwater and Breastwork at Souris, West, in King's County, Prince Edward Island. (*Not printed.*)
- No. 139..ESQUIMALT AND NANAIMO RAILWAY:--Return to Order; Reports made by Mr. J. W. Trutch respecting a Railway between Esquimalt and Nanaimo, and between Emory and Burrard Inlet. (*Not printed.*)
- No. 140..LISLOIS, JOSEPH C.:--Return to Address; Correspondence between the Government and Mr. Joseph Charles Lislois, in relation to the claim made by the latter for the destruction of one of his buildings by fire, and of the Report of the Official Arbitrator. (*Not printed.*)
- No. 141..BETTER ADMINISTRATION OF JUSTICE ACT, 1878:--Return to Address; Correspondence between the Dominion Government and the Provincial Government of British Columbia, and between the Supreme Court Judge of British Columbia and the Local and Dominion Governments, on the "Better Administration of Justice Act, 1878," and the Judicature Act, 1879," both passed by the Local Legislature, together with the official protest of the said Judges against the allowance of those Acts. (*Not printed.*)
- No. 142..Q. M. O. & O. R., PURCHASE OF:--Return to Address; Correspondence between the Government and the Provincial Government of Quebec, concerning the purchase by the Dominion of Canada, of the Quebec, Montreal, Ottawa and Occidental Railway, or the subsidizing of the same. (*Not printed.*)
- No. 143..PORT HOOD WHARF:--Return to Order; Correspondence between the Government and the party in charge of the expenditure and repairs made on the public Wharf at Port Hood, during the last Summer and Fall. (*Not printed.*)
- No. 144..MEAFORD HARBOR:--Return to Order; Statement showing expenditures on Meaford Harbor in years 1879 and 1880, with Reports of Engineers relating thereto, since January, 1879. (*Not printed.*)
- No. 145..LEEDS AND GRENVILLE, JUDGESHIP:--Return to Address; Correspondence on the subject of the County Court Judgeship and Junior Judgeship of Leeds and Grenville. (*Not printed.*)
- No. 146..UNION SUSPENSION BRIDGE, OTTAWA RIVER:--Return to Order; Statement showing the Revenue and Expenditure in connection with the Union Suspension Bridge, on the Ottawa River, from 1867, up to 1st January, 1881. (*Not printed.*)
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RETURN

(37)

To an ORDER of the HOUSE OF COMMONS, dated 16th December, 1880 ;—For copies of the Evidence taken before the Post Office Inspector in the course of the present year, with reference to the affairs of the Post Office at Parkhill.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
11th January, 1881.

RETURN

(38)

To an ORDER of the HOUSE OF COMMONS, dated 20th December, 1880 ;—For copies of the Returns furnished the Department of Inland Revenue for the present year by the Inspector or Deputy Inspectors of Pickled Fish, for the County of Shelburne, together with a Statement of the Fees collected by the said Officers.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
7th January, 1881.

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

RETURN

(39)

To an ORDER of the HOUSE OF COMMONS, dated 22nd December, 1880;—
For a Return shewing all Appointments or Dismissals made under the Weights and Measures Act, from the 1st day of July, 1879, to date, and the causes for such Dismissals, if any, and the Receipts and Expenditures under the said Act, from the 1st day of July, 1880, to the 1st day of December, 1880; and also a Statement shewing the Receipts and Expenditures for each year, under the Weights and Measures Act, from the 30th June, 1877, to the 30th June, 1880.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
10th January, 1881.

*[In accordance with the recommendation of the Joint Committee on Printing,
the above Return is printed for Distribution only.]*

RETURN

(39a)

To an ORDER of the HOUSE OF COMMONS, dated 7th February, 1881 ;—For copies of all Correspondence relating to the claim of Theotime Blanchard, late Inspector of Weights and Measures for the Counties of Gloucester and Restigouche, N.B., for the payment to him of the portion of his Salary withheld as his contribution to the Superannuation Fund.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
22nd February, 1881.

Secretary of State.

RETURN

(39b)

To an ORDER of the HOUSE OF COMMONS, dated 21st February, 1881 ;—For a copy of Charges made against Horatio Nelson Tabb, formerly Deputy Inspector of Weights and Measures ; of the Evidence taken on the enquiry into such Charges, and of the finding of the Officer who made such enquiry, together with any Correspondence in relation to such Charges, and to the decision of the Department of Inland Revenue upon them.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
12th March, 1881.

Secretary of State.

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

RETURN

(39c)

To an ORDER of the HOUSE OF COMMONS, dated 21st February, 1881 ;—For a Return showing the Revenue derived from the Weights and Measures Branch of the Inland Revenue Department, and the expenditure on account of that Branch since its establishment ; also, Accounts in detail of all Instruments purchased for the use of the Weights and Measures Department, and of the expenses, on two occasions, to England, of the Commissioners of Inland Revenue ; also, of the Salaries paid to Officers of the said Branch.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
18th March, 1881.

RETURN

(40)

To an ORDER of the HOUSE OF COMMONS, dated 20th December, 1880 ;—For Return of Iron Ore and Gold Ore exported from Belleville or the County of Hastings during the last year.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
11th January, 1881.

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

RETURN

(41)

To an ORDER of the HOUSE OF COMMONS, dated 16th December, 1880 ;—For a Return giving a Comparative Statement of Cattle and Sheep exported from Canada to England during the years 1879 and 1880 ; the Return to be made up by months, showing from what Ports in the Dominion they were shipped.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
5th January, 1881.

Secretary of State.

COMPARATIVE STATEMENT OF CATTLE AND SHEEP—Continued.

HORNED CATTLE—Continued.

	April.		May.		June.		Total for Twelve Months.								
	1880.		1879.		1880.		1879.								
	No.	Value.	No.	Value.	No.	Value.	No.	Value.							
PORTS,															
Brantford.....	\$.....	\$.....	\$.....							
Cramahe.....							
Darlington.....							
Galt.....							
Quelph.....							
Kingston.....							
London.....							
Paris.....							
Toronto.....							
Woodstock.....							
Coaticook.....							
Montreal.....							
Quebec.....							
Halifax.....							
St. John, N.B.....							
Charlottetown.....							
483	40,720	360	37,152	6,856	562,833	6,360	466,864	3,897	394,180	10,509	729,495	23,273	1,767,801	32,680	2,292,161

SHEEP.

	July.		August.		September.		Total for Three Months.		
	1880.		1879.		1880.		1879.		
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	
Brantford.....	.....	.....	.....	.....	.....	.....	.....	.....
Brockville.....	.....	.....	.....	.....	.....	.....	.....	.....
Clifton.....	.....	.....	.....	.....	.....	.....	.....	.....
358	1,790	570	1,890	590	4,932	1,518	8,112	1,518	8,112
2,471	11,156	515	2,700	10,968	27,373	515	2,700	20,158	56,316

COMPARATIVE STATEMENT OF CATTLE AND SHEEP—Continued.

SHEEP—Continued.

	October.						November.						December.						Total for Six Months.					
	1878.			1879.			1878.			1879.			1878.			1879.			1878.			1879.		
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.		
Halifax.....		\$		\$		\$																		
Charlottetown.....	9,500	\$2,605	7,423	30,316	7,067	38,714	4,194	24,906	832	4,310	207	1,000						599	2,568					
	Total for Nine Months.																							
Brantford.....																								
Brockville.....																								
Clifton.....																								
Cobourg.....																								
Cramahoe.....																								
Darlington.....																								
Dover.....																								
Galt.....																								
Guelp.....																								
Kincardine.....																								
London.....																								
Paris.....																								
Saugen.....																								
St. Thomas.....																								
Toronto.....	700	3,850																						
Woodstock.....																								
Osticook.....	971	5,826																						
Montreal.....	420	2,800																						
Quebec.....																								

	April.			May.			June.			Total for Twelve Months.		
	2,091	12,476	268	987	218	1,149	223	1,984	49,328	285,197	98,715	518,787
Halifax.....												
Charlottetown.....												
Brantford.....					757	3,900	450	2,900			3,378	18,812
Brockville.....											515	2,700
Clifton.....	309	1,328							309	1,328	20,158	56,316
Cobourg.....					210	1,460			233	932		
Cramahé.....					131	918					210	1,460
Darlington.....											131	918
Dover.....											148	799
Galt.....	503	4,000					400	3,400			7,283	4,651
Guelph.....												
Kincardine.....	95	788		34	340						665	
London.....		119							1,014	5,681	612	3,418
Paris.....							312		569	3,502	387	2,725
Saugeen.....											127	711
St. Thomas.....											136	700
Toronto.....									3,173	20,761	533	3,064
Woodstock.....									2,454	14,280	135	810
Coaticook.....									971	5,826		
Montreal.....				1,119	12,901	1,384	30,233	7,621	54,526	38,249	244,444	66,949
Quebec.....								300	1,966	5,628	26,477	15,291
Halifax.....											100	1,000
Charlottetown.....	907	6,116	119	891	1,153	13,241	30,545	8,771	62,792	54,721	335,099	110,143
											655	2,960
												629,054

J. JOHNSON,
Commissioner.

CUSTOMS DEPARTMENT,
OTTAWA, 4th January, 1881.

RETURN

(42)

To an ADDRESS of the HOUSE OF COMMONS, dated 20th December, 1880 ;—
For copies of any Correspondence between the Government of Canada
and the Government of Quebec, in reference to the Timber Limits
north of the Boundary of Quebec as fixed by the Royal Proclamation of
October, 1763.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
7th January, 1881.

RETURN

(43)

To an ORDER of the HOUSE OF COMMONS, dated 20th December, 1880 ;—For
copies of any Correspondence between the Inland Revenue Department
and the Chamber of Commerce, Halifax, respecting the inspection fee
on Smoked Herrings ; also, any Petitions on the same subject.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
7th January, 1881.

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

RETURN

(44)

To an ADDRESS of the HOUSE OF COMMONS, dated 20th December, 1880 :—
For a Return showing the Names and Nationality of all the Government Land Guides in the Province of Manitoba and the North-West Territories, the residence and former occupation of each such Guide at the time of the appointment, how long they had been residents in such last-named place. If any removed, or their services dispensed with, the date and cause of such removal. The salary or allowance paid to each ; a detailed statement of all costs and expenses connected with this Branch of the Public Service ; the particular locality assigned to each Guide for the discharge of his duties ; together with any Order in Council or instructions respecting the duties of such Guides

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
11th January, 1881.

RETURN of the Government Land Guides in the Province of Manitoba and North-West Territories.

Name.	Nationality.	Former Residence.	Occupation.	How long Resident in Last-named Place.	Salary per month.	Survey Allowance per day.	Salary and Allowance per day.	Total Amount paid.	Locality.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Hayter Reid, Chief.....	Canadian	N. W. Territory.....	Lawyer.....	Three years.....	100 00	2 00	.....	1,501 33	Winnipeg.
Thomas Steers.....	do	Ottawa.....	Clerk.....	Not known.....	75 00	2 00	.....	1,131 00	do
W. H. Disbrowe.....	English.....	Not known.....	Not known.....	do	75 00	2 00	.....	870 50	do
Rev. L. A. Armstrong.....	Canadian	Emerson.....	Clergyman.....	Five years.....	.....	.....	4 50	742 50	Emerson.
C. J. Whellams.....	English	Rapid City	Immigrat'n Ag't	Two years .....	.....	.....	3 50	598 50	Little Saskatchewan.
Hugh C. Dennis	Canadian	Little Saskatchewan.....	Homesteader	do .....	.....	.....	3 50	535 50	Souris and Turtle Mountain.
John Bangs	do	Mattewan.....	Fur trader and farmer.	Twenty years.....	.....	.....	3 50	490 00	Souris.
Michael Harris.....	do	Recently of C. P. R. Survey.	Civil Engineer..	Not known.....	.....	.....	3 50	462 00	Turtle Mountain.
John Franklin Boyd.....	do	Not known.....	Not known.....	do .....	.....	.....	3 50	73 50	* Birtle, resigned 12th July, 1880.
E. Clementi Smith.....	do	Peterboro'	Clerk.....	do .....	.....	.....	3 50	388 50	Birtle, commenced 13th July, 1880.
D. C. Woodman	do	New Brunswick.....	Yeoman.....	do	75 00	.....	.....	450 00	Emerson.
							Total.....	7,243 33	

* Mr. Boyd gave no reasons for resigning.
 Note.—It will be seen that the rates actually paid to guides are less than those authorized by the Order in Council. It was found that the services required could be obtained at the lesser rates.

J. S. DENNIS,
 Deputy Minister of Interior.
 Dominion Lands Office, Department of the Interior,
 Ottawa, January, 1881.

DETAILED Statement of Expenses connected with the Land Guide Service.

1880.		\$ cts.
June	Wright & Harris, for tent per voucher	6 00
do	Thomas Steers, expenses horse-feed, tolls—account April, May and June	37 92
do	Printing account, April, May and June	30 00
do	Telegraph Company—April, May and June	3 90
do	W. H. Disbrowe, expenses account, June	9 55
do	Horse hire and incidental expenses, April, May and June	69 30
do	Horse hire, Roberts & Sinclair, April, May and June	184 00
do	Donaldson Bros., stationery	5 05
	Total, June	<u>\$345 72</u>
July	James Reid, as guide with horse	12 00
do	Express Company, charges on maps	6 13
do	Thomas Steers, expense account	9 90
do	Roberts & Sinclair, livery	180 50
do	D. C. Woodman, expense account	4 50
do	Montgomery Bros., blacksmiths	15 00
do	Telegraph Company	2 40
do	Benson, livery	15 00
do	Set single harness	25 00
	Total, July	<u>\$270 43</u>
August	W. H. Disbrowe, expenses July	12 30
do	Hayter Reid, expenses July	61 50
do	R. J. Smith, one harness	12 00
do	Thomas Steers, transport expenses	8 00
do	Telegraph Company	1 09
do	"Free Press" account	11 80
do	Livery account, Penson	20 00
do	do Roberts & Sinclair, per voucher	105 00
do	Thomas Steers, transport account	8 75
do	Printing account, "Times"	20 00
do	Hayter Reid, transport, &c.	43 50
do	One horse, W. Gifford	125 00
	Total, August	<u>\$428 94</u>
September	Thomas Steers, transport expenses	6 25
do	W. H. Disbrowe, do	13 60
do	D. Hope, tent makers	8 50
do	Thomas Steers, transport expenses	16 78
do	Roberts & Sinclair, livery	16 00
do	Hayter Reid, transport, &c.	35 00
do	Printing	9 00
	Total, September	<u>\$105 13</u>
October	W. H. Disbrowe, transport expenses	15 05
do	Thomas Steers, do	40 35
do	Hayter Reid, do	97 05
do	Blacksmith	23 40
do	Roberts & Sinclair, livery	13 00
do	W. H. Disbrowe, transport expenses	25 30
	Total, October	<u>\$214 15</u>
	Carried forward	.....

DETAILED Statement of Expenses connected with the Land Guide Service—*Concluded.*

1880.	—	\$ cts.
	Brought forward	
November ...	Hayter Reid, transport, &c.....	100 65
do ...	Thomas Steers, do	9 50
do ...	Blacksmith	10 60
do ...	D. Scott & Co., June account.....	16 50
do ...	Postage account, &c	5 00
do ...	Livery, Roberts & Sinclair.....	32 00
	Total, November	\$174 25
	Total	1,665 31

Dominion Lands Office, Department of the Interior,
Ottawa, January, 1881.

DEPARTMENT OF THE INTERIOR,

OTTAWA, April 13th, 1880.

Memorandum:

The undersigned has the honor to report to Council as follows:—

That in connection with the large influx of intending settlers, immigrants and others, now going into Manitoba and the North-West Territories, and which is certain to take even larger proportions as the season progresses, a necessity has become apparent for facilitating the distribution and settlement of such people, and the undersigned respectfully suggests that the object in view may be most effectually attained through the services of persons appointed for the purpose, one or more of whom would receive and advise with settlers on their arrival in the Province, and through others of whom they would be guided to, and assisted in making a choice of lands for settlement.

The following scheme is accordingly submitted for the consideration of Council:—

1. The appointment for the season of an agent of this Department, whose duty it will be to co-operate with Mr. Hespeler, the agent of the Department of Agriculture and Immigration at Winnipeg, in receiving and advising intending settlers; the further duty of such agent to be to facilitate in every way possible (short of furnishing free transport and subsistence) the sending forward of individuals and of parties to the local offices for the Land District within which they may severally propose to take up lands.

In regard to the forwarding and distribution of settlers, the agent may do good service from time to time during the season, when not required at Winnipeg, by accompanying parties or communities of intending settlers westward on the steamers expected to ply on the Assiniboine River, directing and advising them in landing at points which may be nearest to their distribution.

It should be his duty also to keep the agents of the several local land offices advised, as frequently as the postal or other opportunities will permit, of the arrival

and sending forward of settlers destined for the district represented by such local office, in order that land guides (hereinafter referred to) may be in readiness to meet them on disembarking from the steamers, or otherwise, as the case may be.

Much will be expected from this agent, and he should receive a fair salary, especially as the engagement should not extend beyond the end of the month of October next, or of November at furthest.

His pay should be at the rate, say, of one hundred dollars per month. He should also have a living allowance, say, of \$2.00 per diem, together with his actual disbursements for moving while absent from Winnipeg on the duties of his office.

The pay and allowances of this officer may be estimated as follows, viz. :—

7 months' pay at \$100.....	700 00
Travelling living expenses say for 3 months of above period, say.....	400 00

Total\$1,100 00

It is assumed that office accommodation could be found for him either in the Dominion Lands or Immigration office at Winnipeg.

2. The appointment of, say, two persons in each of the districts as follows:—

Nelsonville,
Turtle Mountain,
Gladstone,
Little Saskatchewan,
Birtle;

also of one at Emerson, at which most of the people intending to go to Turtle Mountain leave the railway, and of one who should be immediately under the agent at Winnipeg, such persons to be styled "Land Guides," and excepting in the case of those respectively at Emerson and Winnipeg, to be charged under the direction of the Local Land Agent for the District, with the duty of receiving individuals and parties arriving in the District, desiring to obtain land on which to settle, and to direct, advise and aid them in choosing eligible locations, and in having the same entered at the Land Office.

The person appointed in this capacity at Emerson—and the name of Mr. L. O. Armstrong is suggested for the office—should devote his attention to those settlers diverging from the railway at that point, and who may wish to settle in the southern and western part of the Province of Manitoba. These land guides, except at Emerson and Winnipeg, should be entirely subject to the control of the Local Agent, who should endeavor, as far as possible (so to utilize them as to serve the greatest number of people), and leave no ground for complaint, that particular individuals or parties had been allowed the undue proportion of their services.

It should be distinctly understood—and the local agent, as regards the guides under his immediate control, should be held responsible for any departure from the principle—that the services of land guides should only be available to actual settlers either on homestead or on Railway Lands, but not to persons simply wishing to select and purchase Railway Lands.

3. These guides should possess special qualifications in the way of a previous knowledge of the District within which they may be appointed. They should also understand thoroughly the system of the survey of the lands, and the mode of marking by posts and mounds the boundaries of sections, also to tell with precise accuracy the number of a Section and the Township within which the same is situate, also the exact corner of such section by reading the letters and figures enscribed on the post. This is very essential in order to prevent, as far as possible, conflicting claims for entry of the same land, arising out of a misapprehension of the proper number and portion of a Section.

The appointment of these "Land Guides" should, as a rule, be made from active intelligent persons holding homesteads in the land District. They would in all probability require to be almost constantly "on the go," and would therefore have to

carry their "base of supply" in the way of living and transport with them—that is they will each require to carry with them a small camp outfit and provisions for the trip, also the means of moving by, say, a horse and buckboard.

A fair *per diem* allowance for guides would be as follows:—

Wages	\$ 1 50
Living	1 00
Conveyance and subsistence of horse	2 00

Total.....\$ 4 50

4. Should the system be approved of, the guides would cost as follows:—

Pay and allowances of one, say 6 months at \$4.50 per day.....	\$ 828 00
Then \$828 × 12 =	\$ 9,936 00
Add salary and expenses of agent..	1,100 00

Total..... \$11,036 00

In the event of the above scheme being approved of, the expense involved not having been anticipated in the Estimates now before the House of Commons, the amount would require to be provided by a supplemental note.

Respectfully submitted,

(Signed) JOHN A. MACDONALD,
Minister of the Interior.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 14th April, 1880.

On a Memorandum dated 13th April, 1880, from the Hon. the Minister of the Interior, recommending the appointment of one Agent and twelve Land Guides for six months to facilitate settlement of persons in the Province of Manitoba and the North-West during the present season.

The Committee advise that said Memorandum be approved and carried into effect.

Certified,

J. O. COTÉ, *Clerk, P. C.*

The Hon. Minister of the Interior.

RETURN

(45)

To an ORDER of the HOUSE OF COMMONS, dated 14th April, 1880;—For copies of Advertisements for Tenders for Mounted Police and Indian Supplies, for delivery during the coming summer, together with all Tenders made in response to said Advertisements.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
January, 1881.

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

JUDGMENTS RENDERED BY THE SUPREME COURT OF CANADA.

Style of Cause.	Date of Judgment.	Amount or Nature of Debt or Claim.	Amount of Costs taxed.	Amount of Fees paid to Registrar in Stamps.	Remarks.
	1880.		\$ cts.	\$ cts.	
Ezekiel McLeod, appellant, and The New Brunswick Railway, respondents.	Feb. 3	\$2,909.09 with interest and damages.	No costs allowed	23 35	Appeal from judgment of Supreme Court of New Brunswick; dismissed.
Thomas Reynolds, appellant, and Barned's Banking Company (Limited), respondents.	do 3	\$30,900	Costs not yet taxed.	12 50	Appeal from Court of Appeal for Ontario; allowed.
Donald Milloy, appellant, and John Kerr and William Robinson, respondents.	do 3	\$20,000	283 25	24 65	Appeal from Court of Appeal for Ontario; dismissed.
Charles H. B. Fisher, appellant, and George R. Anderson <i>et al</i> , respondents.	do 3	As to construction of will; amount involved \$20,000 or thereabouts.	380 40	25 00	Appeal from judgment of Supreme Court of Nova Scotia; allowed.
Francis Wayland Glen, appellant, and Daniel McKay, respondent.	do 9	South Ontario Election Appeal.	289 30	37 30	Election appeal from judgment of Mr. Justice Galt; dismissed.
James Domville and James Scovill, appellants, and Nevin Cameron, James Cullinan, William S. Leonard, Peter Cameron and George Dick, respondents.	do 9	\$5,400	No costs allowed	10 10	Appeal from judgment of Supreme Court of New Brunswick; quashed.
John J. Reeves, appellant, and Frederick Geriken and Charles Ovide Perrault, respondents.	do 9	Over \$70,000	613 40	23 05	Appeal from judgment of Court of Queen's Bench for Lower Canada (appeal side); allowed.
Saint John Young Men's Christian Association, appellants, and James Hutchison and Isabella, his wife, Margaret Stephenson and Josephine Stephenson, respondents.	do 23	\$5,000	Costs not yet taxed.	10 30	Appeal from judgment of Supreme Court of New Brunswick; dismissed.
Noé Cherrier, appellant, and The Queen, respondent.	March 1	To obtain possession of certain lands in Hull.	Costs not yet taxed.	12 30	Petition of right. Appeal from judgment of Exchequer Court; dismissed.
Alexis Deslauriers, appellant, and Achille Larue, respondent.	do 3	Bellechasse election appeal.	103 25	23 65	Appeal from judgment of Supreme Court for Lower Canada; allowed.
William Desmond O'Brien, appellant, and The Queen, respondent.	do 13	\$11,166	Costs not yet taxed.	10 20	Appeal from judgment of Exchequer Court; dismissed. Petition of right.
Colin Henderson Rose, Helen Cowan, Mary Maud Bridsley and Annetta Rose, appellants, and Charles E. Hickey, Ruth Rose, Julia Sophia Gildersleeve, Eliza Anne Herchimer, Ella Gertrude Rose, Delilah Rose, George Gildersleeve Rose, William Herchimer Rose, Harry Isaac Newton Rose, Edith Rose, Fanny Newton Rose, Josephine Arabella Rose and Florence Adèle Rose, respondents.	do 13	To recover certain lands in Williamsburg, Co. Dundas, and for an account of moneys, rents and profits received. Amount involved over \$6,000.	289 40	23 50	Appeal from judgment of Court of Appeal for Ontario; dismissed.

JUDGMENTS RENDERED BY THE SUPREME COURT OF CANADA—Continued.

Style of Cause.	Date of Judgment.	Amount or Nature of Debt or Claim.	Amount of Costs taxed.	Amount of Fees paid to Registrar in Stamps.	Remarks.
Emery Brunet and Albina Mallette, appellants, and Adelaide Pilon <i>et al</i> , respondents.	1880. Mar. 13	\$5,576 06	\$ 376 80	\$ cts. 22 20	Appeal from judgment of Court of Queen's Bench for Lower Canada (Appeal side); dismissed.
Adelaide Pilon <i>et al</i> , appellants, and Emery Brunet and Albina Mallette, respondents.	do 13	Cross appeal to vary judgments in certain particulars.	81 67	11 60	Appeal from judgment of Court of Queen's Bench for Lower Canada (Appeal side); allowed.
James McQueen, appellant, and The Phoenix Fire Mut. Insurance Company, respondents	do 13	\$3,000	586 70	25 20	Appeal from judgment of Court of Appeal for Ontario; allowed.
Christopher Curry, appellant, and Eliza Ann Curry and Anna Maria Conuell, respondents.	Mar. 13	To recover rents and profits and purchase money of certain lands in Kitley, Co. Leeds; value about \$1,500.	No costs allowed	21 85	Appeal from judgment of Court of Appeal for Ontario; allowed.
The Etina Insurance Company, appellants, and William Brodie, respondent.	April 10	\$2,000 and profits.	575 60	27 65	Appeal from judgment of Court of Queen's Bench for Lower Canada (appeal side); allowed.
The Ottawa Agricultural Insurance Company, appellants, and Thomas Sheridan, respondent.	do 10	\$3,280 with interest.	315 00	21 65	Appeal from judgment of Court of Queen's Bench for Lower Canada (appeal side); dismissed.
Francis McConaghy, Mary Elizabeth McConaghy, Sarah Ann Kennedy and Patrick O'Hara, appellants, and George Denmark, respondent.	do 10	\$1,000 damages.	249 35	22 20	Appeal from judgment of Court of Appeal for Ontario; dismissed.
Archibald Stewart, appellant, and Robert Lees, respondent.	do 10	To recover possession of a certain strip of land in the Township of Nepean; amount involved probably \$6,000 or \$7,000.	332 65	24 75	do do
The Mayor, Aldermen and Commonalty of the City of Fredericton, appellants, and The Queen on the prosecution of Thomas Barker, respondents.	do 13	Brought to test constitutionality of Canada Temperance Act of 1878.	Costs not yet taxed.	10 35	Appeal from judgment of Supreme Court of New Brunswick; allowed.
Charles W. Weidon, appellant, and James Vaughan and David Maurice Vaughan, respondents.	June 10	\$20,000	559 30	12 05	do do
The Mayor, Aldermen and Commonalty of the City of Saint John, appellants, and George Paterson, respondent.	do 10	\$4,000	352 30	21 95	do do

	do	10	Action of damages for compelling compulsory assignment under Insolvent Act of 1869. Verdict, \$581.70.	387	70	24	05	Appeal from judgment of Supreme Court of New Brunswick; allowed.
James Donville, appellant, and Patrick Gleeson, respondent.	do	10	\$19,142.44.....	303	05	25	25	Appeal from judgment of Court of Queen's Bench for Lower Canada (appeal side); dismissed.
The Hon. Thomas McGreevy, appellant, and Lucius Bolles Boomer and Lucius Sylvius Boomer, respondents.	do	10	\$11,046, with interest....	748	65	34	40	Appeal from judgment of Court of Queen's Bench for Lower Canada (appeal side); allowed.
Thomas Fuller, appellant, and Ames Millard & Co., respondents.	do	10	A little over \$2,000.....	243	45	34	95	Appeal from judgment of Court of Queen's Bench for Lower Canada (appeal side); dismissed.
William McDonnell Dawson, appellant, and Dame Marie Eleonore Isabella MacDonald and Arthur Turcotte, respondents.	do	10	North Ontario Election Appeal.	547	90	46	30	Appeal from judgment of Mr. Justice Armour; allowed.
George Wheeler, appellant, and William Henry Gibbs, respondent.	do	10	\$1,000.....	416	54	22	45	Appeal from judgment of Supreme Court of New Brunswick; allowed.
Charles H. Peters, appellant, and Charles C. Hamilton and Edward T. Smith, respondents.	do	10	\$5,000 damages against fishery officer for alleged illegal seizure.	Costs not yet taxed.	do	12	30	do
John Mowat, appellant, and William McFee, respondent.	do	10	To recover possession of certain lands in Manitoba. Value not stated.	do	do	10	10	Appeal from judgment of Court of Queen's Bench for Manitoba; allowed.
William Alexander Farmer, appellant, and William Guy Livingstone, respondent.	do	10	\$2,500. This and the three subsequent sections were brought to test the constitutionality of the Uniform Policy Conditions Act of the Legislature of Ontario.	380	55	21	75	Appeal from judgment of Court of Appeal for Ontario; allowed.
The Queen Insurance Company of Canada, appellants, and William Parsons, respondent.	do	21	\$2,200.....	294	55	31	80	Appeal from judgment of Court of Appeal for Ontario; dismissed.
The Citizen Insurance Company of Canada, appellants, and William Parsons, respondent.	do	21	\$3,000.....	294	55	25	10	do
The Western Assurance Company, appellants, and Ellen Johnston, respondent.	do	21	\$3,000.....	395	75	25	30	do
Catherine Peterkin, appellant, and James McFarlane and others, respondents.	do	21	Bill to redeem and for account. Amount involved perhaps \$3,000.	249	70	24	60	do
Richard Church, appellant, and William John Fenton, respondent.	do	21	To recover possession of Lot No. 22, 13th con. township of Keppel, Co. of Grey. Value not stated.	212	70	24	15	do

JUDGMENTS RENDERED BY THE SUPREME COURT OF CANADA—*Concluded.*

Style of Cause.	Date of Judgment.	Amount or nature of Debt or Claim.	Amount of Costs taxed.	Amount of Fees paid to Registrar in Stamps.	Remarks.
David Young and Archibald Young, appellants, and Donald A. Smith, respondent.	1880. June 21.....	Saskirk Election Appeal.	\$ 352 99	\$ cts. 26 25	Appeal from judgment of Mr. Justice Betcham; allowed.
The Mutual Fire Insurance Company of the County of Wellington, appellants, and Jacob Frey, respondent.	do 21.....	\$1,300. Involves question whether Uniform Conditions Act of Ontario applies to Mutual Ins. Cos. To set aside award of \$9,294.42.	Costs not yet taxed.	17 75	Appeal from judgment of Court of Appeal for Ontario; allowed.
The Canada Southern Railway Company, appellants, and Dallas Norvell, The Canada Permanent Loan and Savings Company and Molson's Bank, respondents.	do 21.....	To set aside award of \$9,294.42.	Costs not yet taxed.	23 40	Appeal from Court of Appeal for Ontario; allowed.
The Canada Southern Railway Company, appellants, and Henry H. Cunningham, respondent.	do 21.....	To set aside award of \$2,623.70.	do	23 05	do
The Canada Southern Railway Company, appellants, and Henry G. Duff, respondent.	do 21.....	To set aside award of \$2,613.70.	do	23 05	do
The Canada Southern Railway Company, appellants, and William H. Gafield and The Canada Permanent Loan and Savings Company, respondents.	do 21.....	To set aside award of \$1,680.00.	do	22 95	do
Edward Oscar Bickford, appellant, and Henry Crompton Lloyd, respondent.	do 21.....	To set aside an award made on reference of matters in difference, respecting certain very valuable mines, lands, railways and smelting works, and also respecting moneys of the amount of over \$250,000.	290 15	29 15	Appeal from judgment of Court of Appeal for Ontario; dismissed.
Daniel Hockin, for the County of Pictou, appellant, and The Halifax and Cape Breton Railway and Coal Company, respondents.	Oct. 29.....	As to the matter of assessment of railway damages in the County of Pictou, to set aside appraisal of damages to lands taken by Ry. Co., found at \$37,701.37.	Costs not yet taxed.	10 20	Appeal from judgment of Supreme Court of Nova Scotia; dismissed.

The New Brunswick Penitentiary June 16 *Respecting the power of the Parliament of Canada to legislate in certain respects with reference to the prisoners to be confined in the New Brunswick Penitentiary.*

Case referred by His Excellency the Governor-General in Council, under Section 52 of the Supreme and Exchequer Court Act.

JUDGMENTS RENDERED BY THE EXCHEQUER COURT OF CANADA.

<p>The Queen, Plaintiff, vs. Abel Russell Ward, Mary Permia Ward and Judith Merick, Defendants.</p>	<p>Feb. 2.....</p>	<p>Information to recover possession of certain lands adjoining the Rideau Canal.</p>	<p>103 31</p>	<p>16 50</p>	<p>Judgment by default for Crown, with costs.</p>
<p>The Honorable William McMaster <i>et al.</i> (Rescue Co.), Suppliants, vs. The Queen, Defendant.</p>	<p>June 8.....</p>	<p>Petition of Right—Claim \$100,000.</p>	<p>Costs not yet taxed.</p>	<p>8 95</p>	<p>Demurrer to Petition allowed, with costs to the Crown.</p>
<p>The Postmaster-General, Plaintiff, vs. Robert Wallace Smart, Ralph Jones and William Henry Sowden, Defendants.</p>	<p>do 28.....</p>	<p>To recover \$6,000, amount of bond.</p>	<p>53 70</p>	<p>21 85</p>	<p>Demurrer of Defendant Smart allowed, with costs.</p>
<p>The Windsor and Annapolis Railway Company, Suppliants, vs. The Queen, Defendant.</p>	<p>do 28.....</p>	<p>For \$150,000 damages...</p>	<p>Costs not yet taxed.</p>	<p>10 00</p>	<p>Demurrer disallowed, with costs to Suppliants.</p>
<p>Christian A. Robertson, Suppliant, vs. The Queen, Defendant.</p>	<p>Oct. 7.....</p>	<p>As to power of Minister of Marine and Fisheries to grant fishery leases.</p>	<p>do do</p>	<p>13 20</p>	<p>Judgment for Suppliant.</p>
<p>Marshall Wood, Suppliant, vs. The Queen, Defendant.</p>	<p>Nov. 23....</p>	<p>Appeal from award of Official Arbitrators by the Crown; amount awarded, \$13,050.</p>	<p>do do</p>	<p>11 40</p>	<p>Order made requiring further evidence. Case still pending.</p>

RETURN

(47)

To an ADDRESS of the SENATE, dated 21st December, 1880 ;—For copies of all Correspondence, Petitions, and other Documents, addressed to the Honorable the Secretary of State for the Colonies, in England, through the Honorable the Secretary of State for the Dominion of Canada ; also, copy of a Memorandum from the Honorable the Minister of Justice to said Honorable Secretary for the Colonies ; the whole concerning the amendment to the Royal Charter granted to Laval University of Quebec, from January, 1879, up to this date.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
12th January, 1881.

SUPPLEMENTARY RETURN

(47a)

To an ADDRESS of the SENATE, dated 21st December, 1880 ;—For copies of all Correspondence, Petitions and other Documents addressed to the Honorable the Secretary of State for the Colonies in England, through the Honorable the Secretary of State for the Dominion of Canada ; also, copy of a Memorandum from the Honorable the Minister of Justice to the said Honorable Secretary of State for the Colonies, the whole concerning the amendment to the Royal Charter granted to Laval University of Quebec, from January, 1879, up to this date.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
19th January, 1881.

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

RETURN

(47b)

To an ADDRESS of the SENATE, dated 24th February, 1881 ;—For 1st. The draft of a proposed new Charter for the Laval University, which draft was sent to England with the Archbishop and Bishops' Petition. 2nd. The reply of the Colonial Secretary to that Petition, and all other documents connected with the Laval University question. 3rd. The Petition and the "Exposé de faits" of "l'Ecole de Médecine et de Chirurgie de Montréal," registered in the Honorable the Secretary of State's Office during the present month.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
11th March, 1881.

Secretary of State.

RETURN

(48)

To an ORDER of the HOUSE OF COMMONS, dated 16th December, 1880 ;—For copies of any Reports or Surveys made since last Session, of the River Thames from Chatham to the City of London, with the view to the improvement of the navigation of that river.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
15th January, 1881.

Secretary of State.

RETURN

(49)

To an ADDRESS of the HOUSE OF COMMONS, dated 16th December, 1880 ;—For copies of any Correspondence with the Government of British Columbia, or with any persons in that Province, respecting the Island Railway.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
January, 1881.

Secretary of State.

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

RETURN

(50)

To an ADDRESS of the HOUSE OF COMMONS, dated 22nd December, 1880;—
 For copies of all Correspondence between Sir Edward Thornton, British Ambassador at Washington, and the Secretary of State for the United States, relative to Wrecking and Towing in Inland Waters, which has been forwarded to the Dominion Government; and copies of all other Official Correspondence and of all Orders in Council of the Dominion Government relating to the same subject.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
 January, 1881.

OTTAWA, 15th January, 1881.

SIR,—In compliance with an Order of the House of Commons, dated 22nd ultimo, herewith returned, I have the honor of enclosing to you as per accompanying schedule, copies of a correspondence which has passed with Her Majesty's Minister at Washington, "relative to Wrecking and Towing in Inland Waters."

I am, Sir, your obedient servant,

F. DEWINTON, Lieut.-Col.,

Governor General's Secretary.

The Hon. the Secretary of State for Canada,
 &c., &c., &c.

SCHEDULE OF CORRESPONDENCE RELATIVE TO WRECKING AND TOWING IN INLAND WATERS.

Governor General to Sir E. Thornton.....	No. 31.	June 12, 1879.
" " Colonial Office.....	" 175	" 12 "
Sir E. Thornton to Governor General.....	" 23	" 16 "
" " " ".....	" 24	" 18 "
Mr. Kidd to Secretary British Legation, Washington.....	" ...	" 27 "
Governor General to Sir E. Thornton.....	" 34	" 30 "
" " Colonial Office.....	" 186	" 30 "
" " Sir E. Thornton.....	" 38	July 11 "
" " Colonial Office.....	" 200	" 15 "
Sir E. Thornton to Governor General.....	" 33	" 19 "
Colonial Office to Governor General.....	" 239	" 30 "

Sir E. Thornton to Governor General.....	No. 40	Aug. 13, 1879.
Colonial Office to Governor General.....	" 261	" 19 "
" " " "	" 295	Sept. 12 "
Governor General to Sir E. Thornton.....	" 53	" 25 "
" " Colonial Office.....	" 266	" 26 "
" " " "	" 274	Oct. 2 "
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" " " "	" 50	" 3 "
Governor General to Colonial Office.....	" 279	" 7 "
Sir E. Thornton to Governor General	" 51	" 10 "
Governor General to Sir E. Thornton.	" 58	" 14 "
" " " "	" 63	Nov. 15 "
" " Colonial Office	" 332	" 18 "
" " Sir E. Thornton.....	" 73	Dec. 15 "
" " Colonial Office.....	" 363	" 15 "
Sir E. Thornton to Governor General.....	" 7	Feb. 5, 1880.
Governor General to Sir E. Thornton.....	" 6	" 10 "
" " Colonial Office.....	" 47	" 10 "
Colonial Office to Governor General.....	" 71	Mar. 11 "
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Governor General to Sir E. Thornton.....	" 28	" 13 "
" " " "	" 75	Nov. 22 "
" " Colonial Office.....	" 331	" 23 "
" " Sir E. Thornton.....	" 77	" 23 "
" " Colonial Office.....	" 335	" 24 "

The Marquis of Lorne to Sir E. Thornton.

No. 31

QUEBEC, 12th June, 1879.

SIR,—With reference to your despatch, No. 61, of the 18th December last, and to previous correspondence relating to the regulations in force on the Dominion coast of the great lakes respecting the treatment of wrecked vessels and property in Canadian waters. I have the honor of transmitting to you, herewith, a copy of an approved report of a Committee of the Privy Council, expressing the views of the Government on this question.

I have, &c.,

LORNE.

The Right Hon. Sir E. THORNTON, K.C.B., &c.

COPY of a Report of a Committee of the Honorable the Privy Council for Canada, approved by His Excellency the Governor General on the 6th day of June, 1879.

The Committee have had under consideration a despatch from Her Majesty's Minister at Washington to Your Excellency of the 18th December last, and enclosures relating to the regulations in force on the lake coast of Canada, respecting the treatment of wrecked vessels and property in Canadian waters.

The Honorable the Minister of Customs to whom the above mentioned despatch and enclosures were referred reports that the question appears to be misunderstood by the authorities at Washington, owing, he believes, to the fact that the action of the Customs Department has been presented to them not only in an exaggerated but a very erroneous light.

That as it respects the Departmental Circular of 8th March, 1878, a copy of which he submits, it was, he states, addressed to Collectors of Customs only, and was intended to remind them of the proper bearing of customs law upon wrecked property actually stranded upon the Canadian shores, and this they thoroughly under-

stood. That no Canadian officer ever interpreted the circular or the law, as justifying interference with the efforts of vessels, of any nationality to succor vessels in distress and save human life or property, while there was a possibility of preventing their loss, nor has any case of such interference ever occurred.

That in the matter of the steam tug "Sarah Byrant," wrecked in November 1874, alluded to by Mr. Evarts, it is plain that the circular could have had no influence upon the officers concerned, as it was not issued until about 3½ years after the occurrence, and that the assertion made by the Master of the "Bryant" that he took off "the frozen dead bodies of the captain's wife and others" is not justified by facts, there being living witnesses and documentary evidence, of the most unquestionable character, to prove that the living and the dead were taken from the wreck by a Canadian boat's crew, before the tug arrived at the scene of the disaster. The correspondence upon which point he also submits.

That in the case of the "Champion" it has been freely admitted that the officer who seized her, did so under a mistaken impression as to the nature of the Act, and that he was simply, as he supposed, enforcing the law prohibiting foreign vessels from towing in Canadian waters. That this description of work has never been allowed by the United States Customs to Canadian vessels in their waters. That the vessel, however, was not detained an hour, and the only inconvenience suffered was leaving a deposit for a short time with the Collector of Customs of the sum of \$400, which was promptly returned as soon as the Commissioner of Customs became acquainted with the facts of the case.

That the desire of the Government of Canada has always been, and still is, to effect a mutual arrangement by which the coasting laws might be so ameliorated on both sides, as to enable them to dispense entirely with the present unpleasant and inconvenient restrictions upon the movements of the vessels of either nation, but that in the meantime the laws must be respected, and while the claims of humanity have been, and always will be duly recognized, it is the special duty of the Department of Customs to protect the rights and interests of the Canadian commercial marine against the encroachments of all parties.

That the Government of Canada is not only willing but anxious that the most liberal interpretation shall be given to laws relating to the navigation of the inland lakes and rivers, and are ready to enter into negotiations with the Government of the United States, with the view to the adoption of a more liberal policy in this respect, but that they cannot consent to any measure which would give United States ship owners privileges in Canadian waters not secured in equal proportion to Canadian ship owners in United States waters, nor can any partial system of reciprocity be accepted, which in its practical operation would favor the latter at the expense of the former.

The Committee concur in the foregoing report and advise that a copy of this minute when approved be transmitted by Your Excellency for the information of the United States Government.

Certified, W. A. HIMSWORTH, C.P.C.

The Marquis of Lorne to the Right Honorable Sir M. E. Hicks-Beach.

No. 175.

QUEBEC, 12th June, 1879.

SIR,—Adverting to my despatch No. 33 of the 17th February last, transmitting copies of a correspondence which has passed with Her Majesty's Minister at Washington relative to the question of aiding wrecked vessels in the waters contiguous to the United States and the Dominion of Canada, I have the honor of forwarding to you the duplicate of a report of a Committee of my Privy Council, which I have communicated to Sir Edward Thornton, in reply to representations made by the authorities of the United States in a letter dated 17th December, a copy of which formed an enclosure in the despatch above quoted.

I have, etc., LORNE.

The Right Hon. Sir M. E. HICKS-BEACH, Bart.

Sir E. Thornton to the Marquis of Lorne.

No. 23.

NEWBURYPORT, MASS., 16th, June 1879.

MY LORD,—I have the honor to enclose copy of a note which I have received from Mr. Evarts, relative to another instance in which the Canadian authorities have refused to allow American steamers to assist in saving American property in danger of being wrecked on the Canadian shore of the great lakes, unless in company with the tugs of the Canadian Towing and Wrecking Company.

I am not aware whether during the late Session of the Canadian Parliament any measure was passed with regard to this matter, but I venture to hope that, if not, the Government of the Dominion may be able to find some means of modifying the orders now in force upon this subject.

I have the honor to be, my Lord,

Your Excellency's most obedient humble servant,

EDWARD THORNTON.

His Excellency the MARQUIS OF LORNE, K.T., etc., etc., etc.

Mr. Wm. Evarts to Sir E. Thornton.

DEPARTMENT OF STATE, WASHINGTON, 13th, June 1879.

SIR,—With reference to previous correspondence in regard to the system of wrecking pursued upon the great lakes, and to our conversation of 22nd January last upon the subject, I desire to inquire what action has thus far been taken by the Canadian Government in the matter, and to present to your attention an additional case which occurred recently.

On the 19th of last month, the American tug "John Owen" cleared from Tawas Michigan, with a raft in tow, containing over 2,000,000 feet of lumber, owned by a citizen of the State of New York, and valued at twenty thousand dollars. Shortly after passing Pointe Pelée, Lake Erie, a severe storm was encountered, and the raft breaking loose, drifted ashore on Pointe Pelée Island, before recovery could be made. The tug "Kate Williams," of Detroit, being present, desired to assist in saving the raft, but the Canadian officials refused to allow any American tug to haul the raft off the Island, or take any part in doing so further than to simply assist tugs belonging to the Canadian Towing and Wrecking Company at Windsor, about seventy-five miles distant, and said that if they did so they would render themselves liable to seizure for violation of the Canadian Wrecking Law. The owners of the raft were consequently obliged to let it remain on the Island, exposed to great peril for over thirty hours, before aid reached there.

The question at issue is one of great importance to the shipping interests of the United States, as you are well aware. There is a large amount of traffic on the lakes and it is very desirable that the present unsatisfactory condition of the wrecking system in vogue upon them should give place to something better and more in accord with international comity and the terms of treaties between the United States and Great Britain. It is therefore earnestly hoped and expected that the Dominion Government will shortly come to some definite and satisfactory conclusion upon the subject.

I have, etc.,

WM. M. EVARTS.

The Right Hon. Sir E. THORNTON, K.C.B., etc., etc.

Sir E. Thornton to the Marquis of Lorne.

No. 24.

NEWBURYPORT, 18th June, 1879.

MY LORD,—Since addressing to Your Excellency my despatch, No. 23, of the 16th instant, I have had the honor to receive your despatch, No. 31, of the 12th

instant, transmitting copy of a Report of the Privy Council for Canada, of the 6th instant, approved by Your Excellency, relating to the regulations in force on the Dominion coasts of the great lakes respecting the treatment of wrecked vessels and property in the Canadian waters.

I am transmitting a copy of these documents to Mr. Evarts, and shall feel much obliged if Your Excellency will direct that two or three additional copies of the printed correspondence in reference to the steam tug "Sarah E. Bryant" may be forwarded to me.

I have the honor to be, my Lord,
Your Excellency's most obedient, humble servant,
EDWARD THORNTON.

His Excellency the MARQUIS OF LORNE, K.T., etc.

Mr. Kidd to the Secretary of British Legation, Washington.

OTTAWA, 27th June, 1879.

SIR,—I am directed by His Excellency the Governor General to forward herewith, in compliance with a request contained in Sir Edward Thornton's despatch, No. 24, of the 18th instant, additional copies of the printed correspondence in reference to the steam tug "Sarah E. Bryant."

I have, &c., JOHN KIDD,
For the Governor General's Secretary.

The Secretary of British Legation, Washington.

The Marquis of Lorne to Sir E. Thornton.

OTTAWA, 30th June, 1879.

No. 34.

SIR,—I have the honor to acknowledge the receipt of a further despatch from you, No. 23, of the 16th instant, covering a communication from Mr. Evarts, drawing attention to an additional instance of an American wrecked vessel in Canadian waters having been denied assistance except from the tugs of the Canadian Towing and Wrecking Company; and to inform you that I have caused a copy of it and its enclosure to be laid before my Government.

I have, &c., LORNE.

The Right Hon. Sir. E. THORNTON, K.C.B.

The Marquis of Lorne to Sir M. E. Hicks-Beach.

OTTAWA, 30th June, 1879.

No. 186.

SIR,—With reference to my despatch No. 175, of the 12th instant, and to previous correspondence on the same subject, I have the honor to transmit herewith, for your information, a copy of a further despatch from Her Majesty's Minister at Washington, enclosing a note from Mr. Evarts, citing another instance which touches upon the question of aiding wrecked vessels in water contiguous to the United States and Canada.

I have caused copies of Sir E. Thornton's despatch and its enclosure to be communicated to my Government.

I have, etc., LORNE.

The Right Hon. Sir M. E. HICKS-BEACH.

The Marquis of Lorne to Sir E. Thornton.

No. 38.

CITADEL, QUEBEC, 11th July, 1879.

SIR,—With reference to the correspondence which has passed in regard to the question of aiding vessels wrecked on the lake coasts, I have the honor to transmit herewith, for your information, a copy of a report made by Captain Lewis, who was authorized by this Government to make enquiries upon the subject.

I have, etc., LORNE.

The Right Hon. Sir E. THORNTON, K.C.B.

The Marquis of Lorne to Sir M. E. Hicks-Beach.

No. 200.

QUEBEC, 15th July, 1879.

SIR,—With reference to my despatches noted in the margin,* transmitting copies of correspondence which has transpired with Her Majesty's Minister at Washington, relating to the question of aiding vessels wrecked on the lake coasts of the Dominion, I have the honor of enclosing a copy of a report prepared by Captain Lewis, who was authorized by my Government to make enquiries upon the subject.

I have communicated a copy of this document to Sir E. Thornton.

I have, etc., LORNE.

The Right Hon. Sir M. E. HICKS-BEACH, &c.

Sir M. E. Hicks-Beach to the Marquis of Lorne.

No. 239.

DOWNING STREET, 30th July, 1879.

MY LORD,—I have the honor to acknowledge the receipt of your lordship's despatch No. 186, of the 30th ultimo, enclosing a despatch from Her Majesty's Minister at Washington, with copy of a note from Mr. Everts respecting the case of the wreck of a raft of lumber in tow of an American tug on Lake Erie, in which case it is alleged that the Canadian authorities refused to allow any American tug to render assistance.

I shall be glad to be informed of the result of the reference which you report that you have made to your Ministers on this subject.

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

Most obedient, humble servant,

M. E. HICKS-BEACH.

Governor General the Rt. Hon.

The MARQUIS OF LORNE, K.T., G.C.M.G., &c., &c., &c.

Sir Edward Thornton to the Marquis of Lorne.

No. 33.

WASHINGTON, 19th July, 1879.

MY LORD,—I have the honor to acknowledge the receipt of Your Excellency's despatch, No. 38, of the 11th inst, transmitting copy of Captain Lewis' report on the wreck saving system on the Canadian coasts of the great lakes, for which interesting document I beg to offer my best thanks.

I have the honor to be, my Lord,

Your Excellency's most obedient humble servant,

E. THORNTON.

To His Excellency the MARQUIS OF LORNE, K.T., &c., &c.

* No. 33, 13th Feb, 1879; No. 175, 12th June, 1879; No. 186, 30th June, 1879.

Sir E. Thornton to Marquis of Lorne.

No. 40.

NEWBURYPORT, 13th August, 1879.

MY LORD,—With reference to previous correspondence, I have the honor to transmit to Your Excellency, herewith, copy of a further note, which I have received from Mr. Seward, on the subject of wrecks upon the great lakes.

I have the honor to be, my Lord,

Your Excellency's most obedient humble servant,

EDWARD THORNTON.

To His Excellency the MARQUIS of LORNE, K.T., G.C.M.G., &c.

Mr. F. W. Seward to Sir E. Thornton.

DEPARTMENT OF STATE, WASHINGTON, 11th August, 1879.

SIR,—I have the honor to acknowledge the receipt of your note of the 18th June last, in further relation to the subject of wrecks upon the great lakes.

Upon a perusal of the copy accompanying your note of a report of a Committee of the Canadian Privy Council, approved by the Governor General, on the 6th June, 1879, it is observed that the declaration is therein made, that the Government of the Dominion is ready to enter into negotiations with this Government, with a view to the adoption of a more liberal policy than is now pursued in this matter, but that they cannot consent to any measure which would give United States shipowners privileges in Canadian waters not secured in equal proportion to Canadian shipowners in United States waters, nor can any partial system of reciprocity be accepted which, in its practical operation, would favor the latter at the expense of the former.

While I am pleased to note this indication of a disposition and desire on the part of the Canadian authorities to come to some reciprocal agreement with the Government of the United States, which shall do away with the present objectionable system of wrecking followed in the lakes lying between the respective countries, at the same time I am surprised that any such expression as is contained in the report referred to should have been made, in view of the Act of the Congress of the United States, approved 19th June, 1878, entitled: "An Act to aid vessels wrecked or disabled in the waters contiguous to the United States and the Dominion of Canada," a copy of which was submitted to you upon the 15th July, 1878, for the consideration of the Canadian Government, and which is presumed to have received their serious attention. A second copy of that Act is herewith enclosed for your information; and I would be pleased to have you recall the earnest consideration of the Dominion Government to the fact that the full reciprocity this Act engages only awaits concurrent action on the part of that Government to become instantly operative, and thus remove a cause of serious and dangerous embarrassment to the shipping interests of the United States.

I have, etc.,

F. W. SEWARD, *Acting Secretary.*

The Right Hon. Sir E. THORNTON, K.C.B.

Sir M. E. Hicks-Beach to Marquis of Lorne.

No. 261.

DOWNING STREET, 19th August, 1879.

MY LORD,—I have the honor to acknowledge receipt of your despatch, No. 200, of the 15th of July last, enclosing copy of a report from Captain Lewis, the officer appointed by your Government to make enquiries upon the subject of aid to vessels wrecked on the lake coasts of Canada.

I have the honor to be, my Lord,

Your Lordship's most obedient humble servant,

M. E. HICKS-BEACH.

Governor General the Right Honorable
The MARQUIS of LORNE, K.T., G.C.M.G., etc., etc., etc.

Sir M. E. Hicks-Beach to Marquis of Lorne.

No. 295.

DOWNING STREET, 12th September, 1879.

MY LORD,—With reference to despatch No. 21 of the 24th of January last, and to subsequent correspondence on the subject of the provisions in force in Canada and United States, with regard to lending help to wrecked vessels on lakes contiguous to both countries, I have the honor to acquaint you that I received a copy of Mr. Seward's note to Sir Edward Thornton, of the 11th of August, which is already in your Lordship's possession, relating to this question.

Her Majesty's Government would learn with satisfaction that a reciprocal arrangement had been arrived at between the Governments of the United States and of the Dominion in this matter.

I have the honor to be, my Lord,

Your Lordship's most obedient humble servant,

M. E. HICKS-BEACH.

Governor General the Right Honorable

The MARQUIS of LORNE, K.T., G.C.M.G., etc., etc., etc.

The Marquis of Lorne to Sir E. Thornton.

No 53.

OTTAWA, 25th September, 1879.

SIR,—With reference to the correspondence which has passed, in relation to wrecking by foreign vessels in Canadian waters, I have the honor of communicating to you the accompanying copy of a circular, issued by the Customs Department, defining the terms of the circular No. 210, of the 5th March, 1878, a copy of which is already in your possession.

I have, etc ,

LORNE.

The Right Honorable Sir E. THORNTON, K.C.B.

Circular No. 231.

No. 17.

CUSTOMS DEPARTMENT, OTTAWA, 19th Sept. 1879.

SIR,—Referring to Departmental Circular No. 210-3, of 5th March, 1878, on the subject of wrecking by foreign vessels in Canadian waters, I am desired, by the Minister of Customs, to inform you that that circular is not to be understood as having any application to cases wherein life may be in danger, or where property may be jeopardized by delay, such, for instance, as the grounding of a vessel in circumstances in which immediate assistance would prevent a wreck; nor is there any possible case in which vessels of any nationality should be prevented from going to the rescue of persons in peril of their lives, or of vessels in danger of being lost.

You will understand the terms "wrecked vessels or property in Canadian waters" as referring to vessels and cargoes cast upon the Canadian shores, and stranded or wrecked requiring apparatus for their removal or discharge of cargo into other vessels, and to goods which may have been discharged or floated off there, from and cast upon the coast, and in either case coming within the provisions of the revenue laws.

I am, Sir, your obedient servant,

The Collector of Customs.

T. JOHNSON.

The Marquis of Lorne to Sir M. E. Hicks-Beach.

No. 266.

OTTAWA, 26th September, 1879.

SIR,—Adverting to the correspondence which has passed regarding the question of aid to vessels wrecked on the Lake coasts of the Dominion, I have the honor to

transmit herewith, for your information, a copy of a circular which has been issued by the Dominion Customs Department, in explanation of that which was issued on the 5th March, 1878.

I have forwarded a copy of this circular to Her Majesty's Minister at Washington.

I have the honor, &c., LORNE.

The Right Hon. Sir M. E. HICKS-BEACH, &c.

The Marquis of Lorne to Sir M. E. Hicks-Beach,

No. 274.

GOVERNMENT HOUSE, OTTAWA, 2nd October, 1879.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 295, of the 12th ultimo, on the subject of aid to vessels wrecked on the Lake coasts of the Dominion, and in which you state that Her Majesty's Government would learn with satisfaction that a reciprocal arrangement had been arrived at between this Government and that of the United States in regard to this question.

In my despatch, No. 266, of the 26th of last month, I had the honor of forwarding to you a copy of a circular which had been recently issued from the Dominion Customs Department in reference to this matter, and which my Government hope will remove any ground of complaint on the part of the United States authorities.

I have the honor to be, Sir, your most obedient humble servant,

LORNE.

The Right Hon. Sir M. E. HICKS-BEACH, &c.

Sir E. Thornton to the Marquis of Lorne.

No. 48.

WASHINGTON, 2nd October, 1879.

MY LORD,—I have the honor to acknowledge the receipt of Your Excellency's despatch, No. 53, of the 25th ultimo, transmitting copy of a circular issued by the Customs Department of the Dominion, defining the tenor of the circular, No. 210, of 5th March, 1878, relating to wreck saving by foreign vessels in Canadian waters, and in thanking you for the communication of this document, I beg to inform you that I have forwarded a copy of it to the United States Secretary of State.

I have the honor to be Your Excellency's most obedient humble servant,

EDWARD THORNTON.

His Excellency The MARQUIS OF LORNE, K.T., G.C.M.G., &c.

Sir E. Thornton to the Marquis of Lorne.

No. 50.

WASHINGTON, 3rd October, 1879.

MY LORD,—With reference to my despatch to Your Excellency, No. 48, of yesterday's date, I have the honor to enclose herewith a copy of a note which I have received from Mr. Hunter, Acting Secretary of State, expressing the gratification with which his Government has learned of the circular issued by the Customs Department of Canada, defining the terms of the circular of March 5th, 1878, in relation to wrecking by foreign vessels in Canadian waters.

I have the honor to be, my Lord,

Your Excellency's most obedient, humble servant,

EDWARD THORNTON.

His Excellency The MARQUIS OF LORNE, K.T., G.C.M.G.

Mr. W. Hunter to Sir E. Thornton.

DEPARTMENT OF STATE, WASHINGTON, 2nd October, 1879.

SIR,—I have the honor to acknowledge the receipt of your note of the 30th ultimo, transmitting a copy of circular issued by the Customs Department of Canada, defining the terms of the circular No. 210, of March 5th, 1878, in relation to wrecking by foreign vessels in Canadian waters; and to express to you the gratification with which this Government has learned of this measure of relief.

I have, &c.,

W. HUNTER, *Acting Secretary.*

The Right Hon. Sir E. THORNTON, K.C.B., etc., etc.

The Marquis of Lorne to Sir M. E. Hicks-Beach.

No. 279.

GOVERNMENT HOUSE, OTTAWA, 7th October, 1879.

SIR,—I have the honor of forwarding to you a copy of a despatch from Her Majesty's Minister at Washington, enclosing a copy of a letter he had received from the United States' Secretary of State, expressing the gratification of the United States' authorities with the terms of a circular issued by the Customs Department of the Dominion, in relation to wreck saving by foreign vessels, a duplicate copy of which formed an enclosure in my despatch, No. 266, of September 24th.

I have the honor to be, Sir, your most obedient, humble servant,

The Right Hon. Sir M. E. HICKS-BEACH, etc., etc.

LORNE.

Sir E. Thornton to the Marquis of Lorne.

No. 51.

WASHINGTON, 10th October, 1879.

MY LORD,—I have the honor to enclose copy of a note which I have received from Mr. Hunter, Acting Secretary of State, relative to the seizure by the Canadian steam tug "Prince Alfred," of the American steam tug "Relief" with a raft of logs which she had in tow. It is alleged that the seizure, which took place on the 27th of July last, was effected in American waters, about one-third of a mile from the Michigan shore, near the head of the St. Clair River.

Mr. Hunter expresses the desire of the United States Government that the attention of the Canadian Government should be called to this matter, not only on account of the injury done to an American citizen, as he represents it, but also the seizure is claimed to have been made within the jurisdiction of the United States.

I have the honor to be, my Lord,

Your Excellency's most obedient, humble servant,

EDWARD THORNTON.

His Excellency The MARQUIS OF LORNE, K.T., G.C.M.G., etc., etc.,

Mr. W. Hunter to Sir E. Thornton.

DEPARTMENT OF STATE, WASHINGTON, 9th October, 1878.

SIR,—I have the honor to invite your attention to certain circumstances attending recent case arising under the Revenue laws of the Dominion of Canada.

It appears that the American steam tug "Relief," owned by Evans, Gouin & Co., of Tonawanda, New York, was, with a raft of pine logs which she had in tow, seized on the 27th of July last, by the Canadian steam tug "Prince Alfred," the latter vessel having at the time on board a force of from thirty to forty men. It appears, further

more, that the American tug "Relief," at the time of the seizure, was in American waters, about one-third of a mile from the Michigan shore, near the head of the St. Clair River. It is understood that the ground upon which the seizure complained of was made by the Canadian authorities, was an alleged violation of the laws of the Dominion by the master of the "Relief," in not paying duty on the timber, and in not reporting his vessel to the Revenue authorities and obtaining a clearance. When the tug "Relief" was seized, she, with the raft, was taken by force to Port Sarnia, and the raft was afterwards taken from thence to Windsor, Canada. Upon inquiry it was ascertained by the Canadian authorities that the master of the "Relief" had obtained a raft of logs at a point on Georgian Bay where there was no Customs office, to which he could have reported, and that he had orders from Mr. Evans, the owner of the raft, to swing the raft at Port Sarnia, pay the duties on the timber, and have the papers of the vessel presented there for the purpose of obtaining a clearance for Tonawanda, New York. After a detention of thirty hours at Port Sarnia, the tug "Relief" was released. The duties on timber were paid on the 28th of July last, at the Toronto Land office, and the raft was also subsequently released.

From the representations made to this Department it would appear that the seizure of the steam tug "Relief" and of the raft, was made in American waters, before the master had an opportunity of carrying out his instructions to report to the Canadian authorities, at Port Sarnia, for the purpose of obtaining a clearance for Tonawanda, New York, and before he had an opportunity of paying the duties on the timber, and furthermore that the duties in question were paid within a reasonable time after the place at which the same were payable could be reached.

It is the desire of this Government that the attention of the Canadian authorities should be called, not only to the serious injury inflicted upon an American citizen by the detention of the steam tug "Relief," above complained of, but also to the grave circumstance that the seizure was made, as is claimed, while the vessel was within the jurisdiction of the United States. It may be added that this Government feels the greater anxiety on this subject from the fact that its attention has recently been called to similar vexatious occurrences in connection with the administration of the Revenue laws of the Dominion.

I have, &c.,

W. HUNTER, *Acting Secretary.*

The Right Hon. Sir E. THORNTON, K. C. B.

The Marquis of Lorne to Sir E. Thornton.

(No. 58.)

OTTAWA, 14th October, 1879.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 51, of the 10th instant, enclosing a copy of a note from the Acting Secretary of State of the United States, relative to the seizure by the Canadian tug "Prince Alfred" of the American tug "Relief," with a raft of logs which she had in tow, and to inform you that I have caused copies of these communications to be referred to my Government for early investigation.

I have, &c.,

LORNE.

The Right Hon. SIR E. THORNTON, K.C.B., &c., &c.,
British Legation, Washington.

The Marquis of Lorne to Sir E. Thornton.

No. 63.

OTTAWA, 15th November, 1879.

SIR,—With reference to your despatch, No. 23, of the 16th June last, and to the correspondence which has passed on the subject of wrecking on the lake coasts of the Dominion, I have the honor to transmit herewith a copy of a report of a

Committee of the Privy Council, expressing concurrence in a memorandum by the Minister of Customs in regard to this question.

I am forwarding a duplicate copy of this paper to Her Majesty's Government.

I have, &c.,

LORNE.

The Right Hon. Sir E. THORNTON, K.C.B., &c., &c.,
British Legation, Washington.

Copy of a Report of a Committee of the Honorable the Privy Council for Canada, approved by His Excellency the Governor General on the 12th November, 1879.

The Committee of Council have had under consideration the despatch of Sir E. Thornton to Your Excellency, dated 16th June last, on the subject of an alleged refusal of the Canadian authorities to allow American steamers to assist in saving American property in danger of being wrecked on the Canadian shore of the great lakes, unless in company with the tugs of the Canadian Towing and Wrecking Company, and also expressing the hope that the Government of the Dominion may be able to find some means of modifying the orders now in force upon this subject, and enclosing a despatch of Mr. Secretary Evarts to him under date of 13th June, in which it is stated that on the 19th June last, the Canadian officials refused to allow the tug "Kate Williams" to assist in saving a raft which was being towed by the tug "John Owen" in the neighborhood of Pelée Island, on Lake Erie, and that, as a consequence, a large proportion of said raft was lost.

They have also had before them a memorandum dated 7th November, 1879, from the Hon. the Minister of Customs, to whom such despatch has been referred, and they concur in the views and recommendations therein submitted, and advise that the same be approved and acted on.

Certified,

W. A. HIMSWORTH, C.P.C.

The undersigned, Minister of Customs, has the honor to submit to His Excellency the Governor-General in Council the following memorandum with reference to the despatch of Sir Edward Thornton to His Excellency, under date of 16th June last, on the subject of an alleged refusal of the "Canadian authorities" to allow American steamers to assist in saving American property in danger of being wrecked on the Canadian shore of the great lakes, unless in company with the tugs of the Canadian Towing and Wrecking Company, and also expressing the hope that the Government of the Dominion may be able to find some means of modifying the orders now in force upon this subject, and enclosing a despatch of Mr. Secretary Evarts to him, under date of 13th June, in which it is stated that, on the 19th June last, the Canadian officials refused to allow the tug "Kate Williams" to assist in saving a raft which was being towed by the tug "John Owen" in the neighborhood of Pelée Island, on Lake Erie, and that, as a consequence, a large proportion of said raft was lost.

The undersigned has the honor to remark that the United States authorities are under a misapprehension as to the proper interpretation to be given to orders issued by the Customs Department of Canada. To remove any such misapprehension, he submits herewith a copy of a circular issued under his direction by the Commissioner of Customs, bearing date the 19th September last, and which reads as follows:—

"Referring to Departmental Circular No. 210, of 5th March, 1878, on the subject of wrecking by foreign vessels in Canadian waters, I am desired by the Minister of Customs to inform you that that circular is not to be understood as having any application to cases wherein life may be in danger, or where property may be jeopardized by delay; such, for instance, as the grounding of a vessel in circumstances in which immediate assistance would prevent a wreck, nor is there any possible case in which vessels of any nationality should be prevented from going to the rescue of persons in peril of their lives, or of vessels in danger of being lost.

"You will understand the terms 'wrecked vessels or property in Canadian waters' as referring to vessels and cargoes cast upon the Canadian shores and stranded or

wrecked, requiring apparatus for their removal, or the discharge of cargoes into other vessels, and to goods which may have been discharged or floated off therefrom and cast upon the coast, and in either case coming within the provisions of the Revenue Laws."

The undersigned also submits, herewith, copy of a report made by the Inspector of Customs for Ontario, as the result of his investigation of the case of the tugs "John Owen" and "Kate Williams" and the raft of timber which was alleged to have been wrecked on Pelée Island, from a perusal of which the following facts will appear:—

1st. That the raft was actually in the condition of being towed by the two United States tugs above named at the time it was injured.

2nd. That the cause of this injury was a heavy storm which prevailed, combined with the fact that the two United States steam tugs exerted too much force in endeavouring to prevent the raft from being driven on shore by such storm, the consequence being that the raft was torn to pieces by the said tugs.

3rd. That no Canadian officials refused to allow any United States tug to proceed to the assistance of the raft.

4th. That no application was ever made to any Custom house officer in Canada for permission to allow an United States vessel to give assistance in the case, and that at the date of the occurrence there was was no Canadian Customs officer located on Pelée Island.

5th. That the masters of the tugs "John Owen" and "Kate Williams" submit that they were not interfered with, and that Mr. S. P. Bliss the owner of the raft was not only no party to the complaint, but repudiates the idea of his having any complaint or cause of complaint against the Canadian Customs officials in that case.

In view of the foregoing, the undersigned has the honor to recommend that a reply to the despatch in question in accordance therewith be authorized by His Excellency the Governor General in Council, and forwarded together with the Inspectors report, to Her Majesty's Minister at Washington, with an expression of regret that charges so groundless should have been preferred against the Canadian authorities.

The undersigned has carefully considered the suggestion of Mr. Evarts in his despatch of the 13th June, in which he suggests a modification of the instructions given in the circular of the 5th March, 1878, relating to wrecking in Canadian waters, and finds that said orders were not issued until after repeated refusals on the part of United States officials to allow Canadian tugs to assist or interfere with British vessels wrecked in United States waters, and not until instructions were sent from Washington preventing said aid being rendered by British tugs, of which the following is a copy:—

"WASHINGTON, 14th June, 1877.

"Vessels ashore in American waters pass into hands of United States Customs authorities, cannot be taken possession of by alien wreckers.

"H. F. FRENCH, *Assistant Secretary.*

"A. R. SHULENBERG, Windsor."

It was then deemed advisable, in the interest of the Dominion, to issue the Department Circular of the 5th March, 1878, since which time vessels have been provided in Canada for the express business of tugging and rendering assistance to wrecked vessels; and while the most liberal interpretation has been given to said Departmental Circular, in order to prevent the possibility of an interference with vessels in distress, or while there remained any possibility of saving life or property, he does not deem it advisable in the general interests of the Dominion to recommend to His Excellency the Governor General in Council the modification of said order further than is done in the circular of the 19th September last, above referred to.

M. BOWELL.

Customs Department, Ottawa, 7th November, 1878.

HAMILTON, 16th October, 1879.

SIR.—I have the honor to acknowledge the receipt of your letter of 8th September last (File 2,689, '79) enclosing copy of a letter from the Secretary of State, Washington, to Her Majesty's Minister, Sir Edward Thornton, relating to an alleged refusal of Customs officers to permit the tug "John Owen" to relieve a raft partially scattered in a storm, in the neighborhood of Pelée Island, in May last. With a request to proceed at once to Kingsville, and to the Island if necessary, and investigate the case thoroughly and then report.

I beg leave respectfully to submit the following in connection therewith:—

When I received your letter I was unfortunately confined to the house by a serious attack of illness, which prevented my going to Kingsville, etc. I, however, at once placed myself in communication by telegram and letter, with parties who I thought would be reliable and able to give correct information, and the result will I trust be found satisfactory.

The following is a copy of extract from the letter of the Secretary of State, Washington, enclosed to me in your letter of 8th September last:—

"On the 19th of the last month, the American tug "John Owen" cleared from Terras, Michigan, with a raft in tow containing over 2,000,000 feet of lumber, owned by a citizen of the State of New York and valued at \$20,000; shortly after passing Point Pelée Island, Lake Erie, a severe storm was encountered and the raft breaking loose drifted ashore on Point Pelée Island before recovery could be made; the tug "Kate Williams," of Detroit, being present desired to assist in saving the raft, but the Canadian officials refused to allow any American tug to haul the raft off the Island, or take any part in doing so, further than to simply assist tugs belonging to the Canadian Towing and Wrecking Company, at Windsor, about seventy-five miles distant, and said if they did so they would render themselves liable to seizure for violation of the Canadian wrecking laws. The owners of the raft were consequently obliged to let it remain on the Island, exposed to great peril for over thirty hours, before aid reached them."

Before proceeding further with my report I would respectfully draw your attention to the following, and which is well known to tug owners, both American and Canadian, *viz.*: That a tug with a tow, if the tow gets ashore, or on a bank, or stuck in the mud, no matter whether it is on Canadian or American territory, the tug has a perfect right to pull her tow off without hindrance or molestation, but if she requires assistance, then she must get an American tug, if in American waters, or a Canadian tug if in Canadian waters; this may not be written law, but it is understood and accepted, I am told, by tug owners on the Detroit River. For example, the Tug "Parker," owned by the Wrecking Co. of Windsor, had the schooner "Two Fannies" in tow, when passing Grassi Island a few miles below Detroit a short time ago the schooner grounded on the bank; the owner, in order to be sure he would not get into trouble, went to Detroit and asked permission from Mr. Collector Bell, who at once (I am told) most courteously gave permission to do so, saying the same privilege was always accorded to American tugs by Canadian authorities. So far so good, but when it was found the Tug "Parker" could not relieve the "Two Fannies," what was the result? The "Prince Alfred," belonging to the same owner as the "Parker," lying within a few miles from where the accident occurred all ready to assist; could have been there within one hour. She was not allowed to assist, but the owner was compelled to go to Detroit and engage the services of an American tug at a much heavier expense than the "Prince Alfred" would have cost him. This I have from the owner of the Tug "Parker," and I believe he is prepared to make affidavit, if necessary, as to the truth of it.

I quote the foregoing because it has an indirect bearing, and I almost think, a direct bearing, on the very question at issue.

I enclose you copies of telegrams and letters marked as under:—

A. Telegrams from Collectors, Amherstburg and Kingsville, dated 12th September, 1879.

B. Letter from Mr. Collector Benson, Windsor, dated 15th September, 1879.

C. Letter from Mr. Collector Benson, Windsor, 17th September, 1879.

D. Letter from Mr. Collector King, of Port of Kingsville, dated Kingsville, 20th September, 1879.

E. Letter from Mr. Deputy-Collector Scott, of Leamington, dated Leamington, 20th September, 1879.

F. Letter from Mr. Collector Anderson, Port of Amherstburg, dated 18th September, 1879.

G. Letter from Mr. Collector Benson, Windsor, dated 6th October, 1879.

H. Letter from Angus Macdonald, Manager, Canada Wrecking and Towing Company, Windsor, dated 9th October, 1879.

I. Copies of questions addressed by Mr. Inspector Mewburn to Mr. sub-Collector Scott of the outport of Leamington, and his answers thereto.

Last week I visited Windsor and Amherstburg and on Monday last went to Tonawanda to see owner of the raft.

When at Windsor I took the opportunity of visiting Detroit with Mr. Collector Benson; with him I called on and met Mr. Owen, owner of tug "John Owen." He states most decidedly that he was not interfered with in any way. He went over to Windsor at the request of his father to see Mr. Collector Benson; he then went to Amherstburg, saw Mr. Collector Anderson, who gave him every assistance and who told him to use tug as much as he liked, it was her own tow. He fully corroborates Mr. Collector Benson's and Anderson's letters.

I read over to him the ground of complaint. He said he had no complaint to make—he was well treated, that his tug was chartered by the day and not by the job.

I then called on Mr. Murphy, owner of the tug "Kate Williams," I read over Mr. Collector Benson's letter marked B to him, also the matter of complaint. He admitted that Mr. Benson's letter was a correct version of what was said at the time; he stated, however, that in looking over his papers he found a telegram from Captain of the "Kate Williams" in reference to his not getting the job, basing it on the words used by sub-Collector Scott, and that no tug would run the risk of being seized. Mr. Murphy could make no complaint as to his treatment; his tug was not molested in any way. The only thing was, he tried to make a point against Scott in the manner he used the words: "If you require any help you will have to get a Canadian tug," but there is no evidence that I can find that Scott used such words in the manner described by Mr. Murphy.

Mr. Owen stated that if his tug had been badly treated he thought the captain would certainly have reported it. Both Mr. Owen and Mr. Murphy admit that previous to the raft going ashore, the tugs "John Owen" and "Kate Williams" had hold of the raft trying to keep it off the shore, and that one cause of the breaking loose of the raft was, there was too much power in the two tugs. The tugs tore the raft to pieces at first—not the gale—then it went ashore, except what is called the rose of the raft, and this was held by either the "Owen" or "Kate Williams," (because there appears a discrepancy as to which tug went to Leamington); at all events one of the tugs held the part of the raft until Mr. Booth went with the other tug to Leamington and returned; when, however, the raft did go ashore, it was in a very safe place. It is a well known rule amongst raftsmen and tugs who do rafting or towing rafts, that it is safer to let the raft go ashore altogether than let it break up before doing so as in this case. If, however, the raft was exposed to great peril for thirty hours before assistance could be procured (that is after it had gone ashore) why was it that Mr Booth refused assistance when it was offered?

When at Amherstburg I had the good fortune to meet Captain James Brown, who was captain of the tug "Parker" at the time the raft went ashore. What does he say? I was at Leamington with the tug "Parker" when the captain of the "Owen" was there. I telegraphed to my owner that I thought I could get a job. I asked the captain of the "Owen" if he wanted any assistance, he said "No; I am waiting a telegram from my owners at Detroit." The tug "Parker" was at Leamington for nearly twenty-four hours. Captain Brown is prepared to make affidavit

to this, and as he lives at Amherstburg and is well known, it can readily be procured if necessary. The above was stated to me in presence of Mr. Collector Anderson.

If therefore the raft was in peril, why did not the captain accept the offer of the Canadian tug "Parker," which was ready to have gone at a moment's notice and been at the scene of disaster, within a couple of hours. Surely the person making such a serious charge against our Customs officers could not have been aware of the facts (to put it in its mildest form.)

Not knowing the party, I was unable to confront him with those who knew the case. It was with great difficulty I found out the owner; I, however, met him in Tonawanda—Mr. Seth Bliss—he lives in Buffalo, but has an office at Tonawanda.

I called on Mr. Seth Bliss, the owner of the raft (this he told me himself); he also stated that Mr. Booth was in charge of the raft when it went ashore; that Mr. Booth was now employed in his office but had gone to Buffalo that day; that after receiving a telegram from Booth at Leamington, he went to Amherstburg that night; that he was well satisfied with the treatment he had received; that the cause of the breaking of the raft was too much power of the tugs "Owen" and "Kate Williams"; that if the raft had been let go ashore before it did it would have been all the better; that when it did go ashore it was in no peril at all. The "Owen" re-rafterd about 1,200,000 feet and took it over to the American side. He then engaged the "Jessie," from the Canadian Wrecking Company; they re-rafterd the balance and took it down to the Rondeau, where they got off some other logs that had broken loose last fall, and the "Jessie" then towed it to Tonawanda. After the raft went ashore, he did not require the assistance of the tug "Kate Williams." I then read him the Bill of Complaint. To my astonishment, Mr. Bliss asked me what it meant? I said: "Did you not authorize such a complaint being made, you being the owner of the raft?" "No," he replied; "why should I? I had no complaint to make; I suppose it is from some of those tug men in Detroit, who wanted a job and did not get it." I then asked if he would allow Mr. Booth to send me a statement if he was refused assistance or prevented by any customs official from saving his raft. He said he would do so. This was on Monday last, and as I have not heard from Mr. Booth, I am under the impression he had no cause of complaint.

The captain of the "Erie Belle," steamer plying between Windsor and Pelé Island, passed the raft and saw the tugs "John Owen" and "Kate Williams hanging on to it; did not consider they required any assistance; did not offer any.

From the foregoing evidence which I have submitted, the following may be summed up as the result:—

On the 19th May, 1879, the American tug "John Owen" cleared from Terras, Michigan, with a raft in tow; that in passing Pelé Island encountered a heavy gale; that assistance was given by American tug "Kate Williams" to keep the raft from going ashore; that owing to the tugs having too much power and bad management, the raft was torn to pieces, first by said tugs and then by the gale; that when it did go ashore it was in no peril, rather the reverse; that the raft had all the assistance it required from the tug "Kate Williams," and as a proof of it that there was no danger, Mr. Booth, supercargo for the owner, refused the assistance of the tug "Parker"; and that no Canadian Customs officials refused to allow tug "Kate Williams" to assist, for the simple reason that no such permission was asked, and the owner of the raft did not require it. That no attempt was made to communicate with the Customs Department at Ottawa or with the Collector of Customs at Kingsville, a distance of only a few miles, which could have been done by telegraph from Leamington, had the parties interested desired to have done so.

All which is most respectfully submitted.

I have, &c.,

T. C. MEWBURN, *Inspector.*

J. JOHNSON, Esq., Commissioner of Customs, Ottawa.

A.

AMHERSTBURG, 12th September, 1879.

Know nothing of the "Kate Williams" in connection with the Owens raft,

E. ANDERSON, *Collector*.

T. C. MEWBURN, Inspector of Customs.

Above was in answer to telegram sent by Mr. Inspector Mewburn, asking if the "Kate Williams" had been interfered with.

KINGSVILLE, 12th September, 1879.

Did not prevent tug "Kate Williams," nor could McCormack have done so, not then being appointed. Will write after seeing him.

J. A. KING, *Collector*.

T. C. MEWBURN.

Above was in answer to telegram sent by Mr. Inspector Mewburn, asking if Collector had prevented "Kate Williams" giving assistance to raft, or if a Mr. McCormack, on Peléo Island, had in any way interfered with her.

B.

CUSTOM HOUSE, WINDSOR, 15th September, 1879.

MY DEAR MR. MEWBURN,—Yours of the 12th instant came to hand this morning, and I have endeavored, as far as possible, to procure the information sought for. I went over to Detroit and saw the owner of the tug "Owen," who had been with me for advice when the raft was in trouble. He went from me to Amherstburg, where the tug had gone to take on some chains, &c., and he informs me that Mr. Anderson allowed the tug to go and work at the raft without any hindrance, and that he was not made aware by the captain or any other, that the boat had been molested in her work, either before or after that time. The master who then sailed her has left his employ, and I could not see him, he just now being on a steam barge, which will probably be in Detroit in three or four days, and if you desire it I will waylay him and get all I can from him. This much for the "John Owen." I was more fortunate in the "Kate Williams" interview, as while I was talking with her owner the captain luckily dropped in and I was able to get particulars in a direct way.

He told me that he was going down the Lake looking for a tow when he saw the "Owen" endeavoring to get the raft around the point of and under the lee of the Island, and that he made fast and assisted in doing so, and at the request of the captain he held on to the raft until he went over to the main shore and returned, which he says occupied some four hours or thereabouts.

No remark was made by the master of the "Owen" about any interference of the Customs officers or anyone else, and he was not asked to remain or render any other service, so he transferred his line and went about his business.

The "Erie Belle" crosses to the Island every Monday and Wednesday, leaving Amherstburg at 10 a.m.

I am writing this too late to go by to-night's mail, as it was impossible to do otherwise. If I can do anything more in the matter, please command me.

WM. BENSON, *Collector*.

T. C. MEWBURN, Esq., Inspector of Ports, Hamilton.

C.

CUSTOM HOUSE, WINDSOR, 17th September, 1879.

MY DEAR MR. MEWBURN,—When I wrote you on Monday morning I had not then been able to make any enquiry of the Canadian Wrecking Company, conse-

quently, said nothing about them. I saw Mr. McDonald, their manager, to-day, and ascertained from him that one of their tugs was at Leamington when the raft went ashore upon the island, and it was to that place that the "Owen" first went; no assistance was asked from that boat, and no attempt was made at any interference with the "Owen." Mr. McDonald further informs me that a portion of the raft was left upon the island, and that the owner of it, Mr. Bliss, engaged the "Jessie" from him to take it down, and in conversation about the first mishap, expressed himself as being quite satisfied with his treatment. I am thoroughly convinced that no threatening language was used by any one connected with the Wrecking Company, and even if there had been, I cannot see how it could influence the case when wholly unauthorized by any Customs officer.

WM. BENSON, *Collector.*

D.

CUSTOM HOUSE, KINGSVILLE, 20th Sept., 1879.

DEAR SIR,—I saw Sub-Collector McCormack yesterday, but was not able to elicit from him much information regarding the circumstances attending the wrecking of the raft referred to in your letter.

Capt. McCormack was only aware that a raft had gone ashore, and that some tug or tugs had been employed taking it off; his impression is that the accident occurred in the beginning of the blow, which lasted two or three days, and thinks no assistance could have been rendered, even had a tug been on the spot before the subsidence of the gale. Capt. McCormack, not being an officer at the time, made no enquiry into the matter.

From two other residents of the island, of whom I made enquiry, I could gain no information additional to the above.

I remember the grounding of the raft myself, but think I did not hear of it for some days after it occurred. I think the first intimation I had of the affair was from a letter or telegram, asking for information about the accident, but from whom received I do not remember.

Capt. McCormack says the raft went to pieces before it grounded on the island.

Am unable to give you any further facts relating to the matter at present, but if I become apprised of anything of sufficient importance will make it the subject of another communication.

J. A. KING, *Collector of Customs.*

T. C. MEWBURN, Esq., *Inspector of Customs.*

E.

LEAMINGTON, 20th September, 1879.

SIR,—Just in receipt of yours of 19th instant, and have to state as to matter referred to that I met, in May last, Captain Booth of the tug "John Owen"; he stated to me that his raft was ashore on Pelée Isle, and all I had to say to him was, that if he wanted the help of an extra tug he should get a Canadian tug to help him, I am not aware that he wanted or got any help from the "Kate Williams" or any other tug, as I have never heard from him since, but afterwards learned that he got his raft off with very little loss.

Yours,

M. W. SCOTT, *Deputy Collector.*

T. C. MEWBURN, *Inspector of Customs.*

F.

PORT OF AMHERSTBURG, 18th September, 1879.

MY DEAR SIR,—Your letter of 17th is at hand, it refers to the tug "John Owen," but yours of the 10th referred more particularly to the "Kate Williams," of which I knew nothing.

The owner of the tug "John Owen" did call upon me, and stated that the raft of logs which she had in tow had broken up and gone ashore on Point Pelée Island and that he had sent the "Owen" back to the Island with chains and appliances to get the raft off and get it together again, and asked me if I had any objection, I answered, "certainly not." He then asked me if it became necessary for him to employ another smaller and lighter draft tug to assist in towing parts of the raft from one point of the Island to another. If he could employ an American tug. I told him that I thought in that case he would have to apply to the Customs Department at Ottawa, and that Point Pelée Island was within the limits of the Port of Kingsville, and that Kingsville and Leamington were comparatively close at hand, and that there was telegraph offices there, and to apply through officers at these places, and that I was merely expressing my opinion.

There was no reference to any particular tug, nor company, on the part of Mr. Owen or myself in all our conversation.

E. ANDERSON, *Collector*.

T. C. MEWBURN, Inspector of Customs Hamilton, Ont.

G.

CUSTOM HOUSE, WINDSOR, 6th October, 1879.

MY DEAR MR. MEWBURN,—My telegram of this day will have informed you of my absence on Saturday. In my last letter to you I mentioned that I had seen the manager of the Wrecking Co., and had a conversation with him. The late captain of the tug "John Owen" has not been at Detroit, and I have therefore not seen him, but the owner says, that he is satisfied that the information given by him is correct. The captain is now sailing a steam barge and does not touch at Detroit.

Mr. Macdonald, the manager of the Wrecking Co., says that he has nothing to add to the information already given, viz.: That the tug in charge of the raft was not interfered with in any way whatever by him or any one connected with him, and that it was impossible for any one on the Island to have interfered, as there had been no communication between the shore and the tug at that point. Mr. Macdonald further informs me that the owner of the raft employed him to take a portion of it down the lake and expressed himself satisfied with the treatment he had received. I do not think you can get any further information from parties here that will differ from what I have given you.

WM. BENSON, *Collector*.

H.

WINDSOR, 9th October, 1879.

DEAR SIR,—As requested I herewith hand you a statement of all the facts in my possession connected with the disaster to the raft owned by S. P. Bliss, of Buffalo, which went ashore on Point Pelée Island when in tow of the American tug "John Owen," on or about the 19th May last.

The first intimation I had of the raft being ashore was a telegraph from the captain of the Canadian tug "Parker," who wired me the fact, also saying he thought his boat could get a job there. I at once answered him saying the "Owen" had a perfect right to work at her own raft, but of course to get a job, if he could. However, the "Parker" was not employed.

The "John Owen" continued working at the raft some six or eight days without being molested, and succeeded in taking off some 1,200,000 feet of logs, and took the same to Sandusky and had them there re-rafterd.

The owner of the raft, Mr. Bliss, then finding that the "Owen" being a large unwieldy, deep draft and expensive boat, asked me by wire to meet him at Windsor to arrange for a lighter draft and cheaper boat. I met Mr. Bliss by appointment. Mr. Bliss at once wanted to hire the tug "Jessie," which boat he had employed before, and knew the captain (Conolly) to be a man who had large experience in raft towing. Mr. Bliss also volunteered the statement, that the "Jessie" was just the boat he wanted for the service, being light draft and greater power than any boat of her draft on these waters, either American or Canadian.

I then told Mr. Bliss to put his own price on the "Jessie's" services, which he did, offering at once \$100 per day, also engaging her to tow the raft, when got afloat, to Tonawanda, its destination. She was employed in this service some eight or nine days in pulling off the raft and taking it to the Rondeau harbor, and after being re-rafterd, towing it to Tonawanda.

The American tug "Kate Williams" was employed to assist the "John Owen" while the raft was in the storm, and previous to its going ashore and Mr. Bliss, the owner of the raft, attributed a greater portion of the disaster to the fact that there was too much power used by these two large boats, "Owen" and "Kate Williams," and in consequence the raft was partially torn to pieces before going ashore.

I may say that I made no request at any time to the Customs authorities to prevent the "Owen" or "Kate Williams" from working at the raft, and am not aware that any person objected to those boats working there.

ANGUS McDONALD,

Manager, Canada Towing and Wrecking Company, Windsor.

THOMAS C. MEWBURN, Inspector of Customs.

I.

Questions sent by Mr. Inspector Mewburn to Mr. Sub-Collector Scott, of Leamington, in connection with the loss of raft on Pelée Island, owned by Mr. Seth Bliss, of Buffalo, when in tow with American tug "John Owen" and Mr. Sub-Collector Scott's answers thereto.

1. What date did raft go ashore?—I do not remember date.

2. What time of day, and how long after the raft had gone ashore was it when the tug "John Owen" arrived at Leamington?—Met Captain H. Booth, of tug "John Owen" at the Telegraph office, Leamington, on the occasion referred to—was previously acquainted with him. He informed me that he was telegraphing to the owners that the raft in tow of "Kate Williams" and "John Owen" was tail on Pelée Island; the "Owen" was holding her, the raft; that there was no use of pulling her off then, as the sea was too high; he came over with the "Williams" in order to telegraph.

3. What did Captain or Mr. Booth say to you in reference to getting assistance?—In course of conversation, Captain Booth asked if it would be all right for the "Kate Williams" to assist in pulling the raft off when the sea ran down.

4. What answer did you make? Please be explicit, and give as nearly as you can recollect the conversation that took place?—I said I thought there could be no objection, as it would hardly be wrecking, but if the raft went entirely ashore and became a wreck it would be necessary to employ Canadian tugs.

5. Did he ask if he might be allowed to get the assistance of the "Kate Williams," then lying at the Island?—Captain Booth informed me the "Kate Williams" was then lying at Leamington dock, he having come over from the Island with her. (See answer to question No. 4).

6. Was the tug "Parker," belonging to the Windsor Wrecking Company, at Leamington?—Do not know; think not.

7. If she was at Leamington when tug "John Owen" arrived, did the captain apply to the "Parker" for assistance?—Mr. Scott has omitted to answer the above.

8. Could the "Parker" have rendered as good assistance as the "Kate Williams"?—Had the "Parker" been there I think she could have rendered as good assistance as the "Williams."

9. Did you say or do anything that would lead the owners of the "John Owen" or raft if they employed the "Kate Williams" to believe that she would be seized?—I said nothing intended to convey that meaning.

10. Could the owner of the tug "John Owen" have telegraphed to the Commissioner of Customs at Ottawa, had he wished to do so?—He could.

11. How long was the "Owen" at Leamington?—Do not know exactly; think probably about two hours.

12. How long did the gale last after the raft went ashore?—Do not remember.

13. Did you inform the captain that he ought to apply to collector at Kingsville to get permission, or were you aware he ought to have done so?—I did not inform the captain that he should apply to the collector. I did not think the circumstances required it.

14. Was any threat used by you, that if the "Kate Williams" was employed, you or any of the Customs officers would seize her?—No threat of any kind was used by me.

15. Any other information you know of, please give.—I would further state that my meeting with Captain Booth was accidental, that apparently he had previously had no intention of making a point of seeing me. At the time I saw the captain he did not know the condition of the raft, nor for a certainty that it was actually ashore. I did not consider the circumstances of the case were such as demanded my interference.

M. W. SCOTT, *Deputy Collector.*

Above received by me on 15th October, 1879.

T. C. M.

The Marquis of Lorne to Sir M. E. Hicks-Beach.

No. 332.

OTTAWA, 18th November, 1879.

SIR,—In my despatch, No. 186, June 30th, 1879, I transmitted to you a copy of a letter and enclosure which I had received from Sir Edward Thornton, in relation to an alleged refusal on the part of this Government to allow United States steamers to assist in saving American property in danger of being wrecked on the lake coasts of the Dominion. I have now the honor of communicating to you, for your information, a duplicate copy of a Report of a Committee of my Privy Council which has been sent to Her Majesty's Minister at Washington in reply to the representations of the United States authorities in regard to this matter.

I have, etc.,

LORNE.

The Right Hon. Sir M. E. HICKS-BEACH, etc., etc.

The Marquis of Lorne to Sir E. Thornton.

No. 73.

OTTAWA, 15th December, 1879.

SIR,—I submitted for the consideration of my Government a copy of your despatch, No. 51, of the 10th October, forwarding a copy of a note which you had received from the United States authorities, relative to the seizure by the Canadian steam tug "Prince Alfred" of the American tug "Relief," and I have now the honor of enclosing to you, for the information of the Secretary of State of the United States,

a copy of a Report of a Committee of the Privy Council, to which is appended a memorandum by the Minister of Customs on the subject.

I have, etc., LORNE.

P.S.—I am forwarding a copy of this correspondence to the Secretary of State for the Colonies. L.

The Right Hon. Sir E. THORNTON, K.C.B.,
British Legation, Washington.

COPY of a Report of a Committee of the Honorable the Privy Council for Canada, approved by His Excellency the Governor General on the 10th December, 1879.

The Committee of Council have had under consideration a despatch, dated 10th October last, from Sir Edward Thornton, enclosing copy of a note from Mr. Hunter, Acting Secretary of State, dated 9th October last, relative to the seizure by the Canadian steam tug "Prince Alfred" of the American steam tug "Relief," with a raft of logs which she had in tow, it being alleged that the seizure, which took place on the 27th July last, was effected in American waters, about one-third of a mile from the Michigan shore, near the head of St. Clair River.

They have also had before them a Report, dated 26th November, 1879, from the Honorable the Minister of Customs, to whom said despatch, with enclosure, has been referred, and they recommend that a copy of said Report, and a copy of the affidavits therein referred to, be transmitted to Sir Edward Thornton, for the information of the Government of the United States.

Certified, W. A. HIMSWORTH, C.P.C.

The undersigned Minister of Customs submits, for the consideration of His Excellency the Governor in Council, the following memorandum upon the despatch of Sir Edward Thornton, of the 10th October last, and a letter of Mr. W. Hunter, Acting Secretary of State, bearing date, Washington, 9th October, 1879, in which the attention of the Government is directed to the seizure by the Canadian tug "Prince Alfred," under the authority of a Canadian Customs officer, of the United States steam tug "Relief," for an alleged infraction of the revenue laws of the Dominion, while in the act of towing a raft of logs from a port in the Georgian Bay, Canada, to Tonawanda, a port in the State of New York.

It is contended by the Acting Secretary, Mr. Hunter, that the seizure of said American tug "Relief" was illegal, on the ground that there was no Canadian Customs officer stationed at the port on Georgian Bay from which the raft of logs was taken, to whom the master of the tug 'Relief' could have reported," and because the said master of the tug "Relief" had orders from Mr. Evans, the owner of the raft, at Port Sarnia, to pay the dues on the timber, and have the papers of the vessel presented there, for the purpose of obtaining a clearance for Tonawanda, New York," and for the further reason "that the said American tug 'Relief,' at the time of the seizure was in American waters, about one third of a mile from the Michigan shore, the head of the St. Clair River."

Respecting the right of the officer to seize the vessel, the undersigned has the honor to state that the Customs law requires every vessel, foreign or Canadian, to report at some port of entry before taking the goods, or articles of any kind, into or out of any port of Canada, heavy fines and penalties having been repeatedly imposed upon Canadian vessels for infraction of this law, and the said American tug "Relief," having gone to a Canadian harbor on Georgian Bay, without first reporting at some port of entry, a number of which she had to pass before reaching said harbor, and towed therefrom a raft of logs, which logs were subject to two imposts, viz.,

stampage dues under the laws of the Province of Ontario, which were payable before the timber could be legally removed from any locality, and to an export duty imposed by the Parliament of Canada, neither of which imposts had been paid when the aforesaid seizure was made. It will, therefore be seen that the failure to comply with these provisions of the law by the master or captain of the said American tug "Relief," brought the vessel within the penalties of said Customs law, and, therefore, subject to seizure.

The undersigned has to express his regret that he has had to impress upon all his officers, along the whole frontier, the necessity of more vigilance in the performance of their duty, owing to the irregularities which have existed in the past, on the part of masters of both Canadian and foreign tugs, not making proper reports at ports of entry, while navigating Canadian waters and when visiting Canadian ports, thereby evading the law, and leading to "vexatious occurrences in connection with the administration of the revenue laws of the Dominion."

The Minister, therefore, suggests that the Government of the United States be respectfully requested to aid the Canadian Government in this particular, by impressing upon United States seamen navigating Canadian waters and trading at Canadian ports, the necessity of respecting such laws as may be in force regulating the navigation and coasting trade of the Dominion, and that the Government of the United States be assured, that in the enforcement of these laws and regulations every precaution will be taken by the Dominion authorities to prevent any and all unnecessary interference with American vessels navigating Canadian waters and visiting Canadian ports.

The Collector, under and by whose authority the said American tug "Relief" was seized, further reports to the Department of Customs, that no statement was made to him by any one in charge of or in any way connected with the United States' tug "Relief," or by Mr. Evans, the owner of the raft of logs, or by any one on his behalf, either before or at the time of the seizure, "that orders had been given to swing the raft at Port Sarnia, pay the dues on the timber, and have the papers of the vessel presented there for the purpose of obtaining a clearance for Tonawanda, New York," or for any other port. He could not, therefore, have had any knowledge of such intention, if it existed; on the contrary, from previous experience, he was led to believe that an attempt was being made to evade the law, and, therefore, justified in making the seizure.

With reference to the second allegation, that the tug "Relief" was seized in United States' waters, the Minister of Customs has to remark that, upon such charge being brought under his notice, he at once instituted a searching enquiry into the whole transaction connected with said seizure, and finds that such allegation is not borne out in fact, in proof of which he submits herewith the affidavits of fourteen persons who were cognizant of all the facts, and who were present when the said seizure was made; which affidavits the Collector of Customs, who made the seizure, assures him can be supplemented by a number of others from persons of position and respectability in the country, well acquainted with the facts connected with said seizure.

The undersigned has the honor to recommend that a despatch embodying the substance of this report, together with a copy of the affidavits referred to, be transmitted to Her Majesty's Minister at Washington, in reply to his despatch of the 10th of October, 1879.

M. BOWELL.

Customs Department, Ottawa, 26th November, 1879.

IN THE MATTER of the seizure of the tug steamer "Relief" and raft by the Collector of Customs at the Port of Sarnia.

PROVINCE OF ONTARIO, } We, George N. Matheson, of the Town of Sarnia,
COUNTY OF LAMBTON, } Collector in Her Majesty's Customs; William J. Keays,
To Wit:— } of the said Town of Sarnia, Registrar of the Maritime
Court of the Province of Ontario, aforesaid; Joshua Fourth Adams, of the Town of

Sarnia, landing waiter in Her Majesty's Customs; Joseph McIntyre, of the Town of Sarnia, landing waiter in Her Majesty's Customs; Jared S. Thatcher, of the Town of Sarnia, Chief Constable; George Pitfield, of the Town of Sarnia, Sheriff's Officer; and Reuben C. Palmer, of the said Town of Sarnia, Market Clerk, do solemnly declare:—

1st. That we were on board the tug steamer "Prince Alfred" on the afternoon of Sunday, the twenty-seventh day of July last past, and took part in the seizure of the tug "Relief" and raft in Lake Huron by the said steamer "Prince Alfred" on the said day.

2nd. That we have personally examined the chart now produced and shewn to us, marked as Exhibit "A," and we are satisfied beyond any doubt that at the time of the seizure of the said steamer "Relief" and raft they were in Canadian waters, and in our opinion were closer in to the Canada shore than they are shewn to be in the said Exhibit "A," and we make this solemn declaration conscientiously believing the same to be true, and by virtue of the Act passed in the thirty-seventh year of Her Majesty's reign, intituled: "An Act for the suppression of voluntary and extra-judicial oaths."

The said deponents George N. Matheson, William J. Keays, Joshua Fourth Adams, Joseph McIntyre, Jared S. Thatcher, George Pitfield and Reuben C. Palmer made this declaration before me at the Town of Sarnia, in the County of Lambton, this 10th day of November, A. D. 1879.

JAMES A. McDOWALL,

A Commissioner, &c., in B.R.

Signed, G. N. MATHESON,
W. J. KEAYS,
J. F. ADAMS,
JOSEPH McINTYRE.

J. S. THATCHER,
GEORGE PITFIELD,
R. C. PALMER,

IN THE MATTER of the seizure of the tug "Relief" and raft by the steamer "Prince Alfred."

ONTARIO, } We, James Reed Innis, of the Town of Windsor, in the
COUNTY OF ESSEX, } County of Essex, master mariner; Andrew Dunlop, of the City
To Wit:— } of Kingston, in the County of Frontenac, master mariner; and
John McIntosh, of the said Town of Windsor, lumber merchant, do solemnly
declare:—

1. That we were on board the steamer "Prince Alfred" on Sunday, the twenty-seventh day of July last past, and witnessed the seizure of the tug "Relief" and raft in Lake Huron, by the said steamer "Prince Alfred" on the said day.

2. We have personally examined the chart now produced and shown to us, marked as Exhibit "A," and are satisfied that the positions of the said steamer "Prince Alfred" and tug "Relief" and raft, as indicated on said chart, correctly correspond with the positions occupied by them at the time of said seizure, and we make this solemn declaration, conscientiously believing the same to be true and by virtue of the Act passed in the thirty-seventh year of Her Majesty's reign, intituled: "An Act for the suppression of voluntary and extra-judicial oaths."

Signed, JAMES REED INNIS,
ANDREW DUNLOP
JOHN McINTOSH.

The said deponents, James Reed Innis, Andrew Dunlop, and John McIntosh, made this declaration before me at the Town of Windsor, in the County of Essex, this 3rd day of November, A.D. 1879.

J. C. PATTERSON, Commissioner, etc.

ONTARIO, } I, James Reed Innis, of the Town of Windsor, in the County
 COUNTY OF ESSEX, } of Essex and Province of Ontario, master mariner, do solemnly
 To Wit :— } declare :—

1. That I am the master of the wrecking steamer "Prince Alfred," owned by the Canada Towing and Wrecking Company.

2. That on Sunday, the twenty-seventh day of July last past, the said steamer "Prince Alfred" was lying at the Thompson Coal Dock at Port Huron, Michigan, and while there, Mr. Matheson, Collector of Customs at the Port of Sarnia, Canada, came on board and made enquiry whether "we had come up the river from Windsor, and if we had met any rafts on our way up." On my informing him that the "Prince Alfred" had passed up through the river and that no raft had passed down, he instructed me to hold my steamer in readiness to intercept the tug "Relief" with a raft of pine timber supposed to be on the way down Lake Huron bound to Tonawanda, New York, in case she came into Canadian waters. During the course of conversation a steam tug came in from the Lake, and on my going on board and making enquiry, I learned that the "Relief," with raft in tow, was about five miles outside the Fort Gratiot light, and on communicating this information to Mr. Matheson, he instructed me to run out into the Lake, and if the "Relief" came into Canadian waters (as I was firmly of the belief, from the direction of the wind, it being from the east, she must do) to seize her and the raft and bring both into Sarina Bay, or failing an opportunity offering of securing them in Canadian waters in the lake, to follow them until they were beyond question in Canadian waters, even if it were necessary to go as far as the mouth of the Detroit River, or beyond. On proceeding into Lake Huron the "Relief" and raft were sighted close in to the United States shore, apparently stationary. She appeared, on examination through the glass, to be shortening her tow-line for the river, and, shortly after, headed to the east for the Canadian shore, as I anticipated she must do to get the raft well to windward to avoid getting aground on the point at the lighthouse. Mr. Matheson ordered me to run well out into the lake, as the presence of the "Prince Alfred," with a body of men on board, might alarm the "Relief," and prevent her coming far enough over to the Canadian shore. I then went below to supper, and, on returning to the deck in half an hour or thereabouts, found that the "Relief" was well across toward the Canadian shore, so far as to place it beyond a doubt that she was in Canadian waters. I pointed out the position of the tug to Mr. Matheson, who thereupon ordered me to put about and run alongside the "Relief," which was done accordingly, the two vessels being lashed together, and the "Relief" and raft brought into the river and moored to the Dominion Oil Company's wharf below Sarnia. I positively declare that when the "Prince Alfred" went alongside the "Relief," the latter was in Canadian waters, and, furthermore, had there been the least doubt in my mind as to this being the case, I would on no account have interfered with her, and I further declare that I have navigated the waters of Detroit and St. Clair Rivers and the adjacent lakes for the past twenty years, and have had occasion, at different times, to learn the boundary line at different points, and, in this particular instance, knowing the great importance of being correct, satisfied myself thoroughly that the "Relief," at the time of said seizure, was in Canadian waters, and I make this declaration conscientiously, believing the same to be true, and by virtue of the Act passed in the thirty-seventh year of Her Majesty's reign, intituled: "An Act for the suppression of voluntary and extra-judicial oaths."

Declared before me at the Town of Windsor, }
 in the County of Essex, this 17th day of }
 October, A. D., 1879.

J. R. INNIS.

J. C. PATTERSON, A Commissioner, etc.

ONTARIO,
COUNTY OF ESSEX, } I, Angus Macdonald, of the Town of Windsor, in the
To Wit:— } County of Essex, and Province of Ontario, Manager of the
"Canada Towing and Wrecking Company," do solemnly declare:

1. That the steamer "Prince Alfred" is owned by the said Canada Towing and Wrecking Company.

2. That I was on board the said "Prince Alfred" on the twenty-seventh day of July last past, and witnessed the seizure of the tug "Relief" by the said "Prince Alfred," in Lake Huron, on the said day.

3. At the time of the said seizure, the said tug "Relief" was wholly in Canadian waters, and I make this solemn declaration conscientiously, believing the same to be true, and by virtue of the Act passed in the thirty-seventh year of Her Majesty's reign, intituled "An Act for the suppression of voluntary extra-judicial oaths."

Declared before me at the Town of Windsor,
in the County of Essex, this 20th day of
October, A.D., 1879. }

ANGUS McDONALD.

JEREMIAH O'CONNOR, A Commissioner, etc.

ONTARIO,
COUNTY OF ESSEX, } I John Charles McLeod, of the Village of Southampton, in the
To Wit: } County of Bruce, mariner, do solemnly declare:—

1. That I am the mate of the wrecking steamer "Prince Alfred," owned by the Canada Towing and Wrecking Company, and was on board said steamer on the twenty-seventh day of July last past.

2. That I have navigated the Rivers Detroit and St. Clair and Lakes St. Clair and Huron for a number of years past, and am familiar with the whereabouts of the boundary line at different points in said lakes and rivers.

3. That I was present and witnessed the seizure of the tug "Relief" on the twenty-seventh day of July aforesaid by the steamer "Prince Alfred" in Lake Huron.

4. The said tug "Relief" at the time of the said seizure was wholly in Canadian waters; and I make this declaration conscientiously believing the same to be true and by virtue of the Act passed in the thirty-seventh year of Her Majesty's reign, intituled: "An Act for the suppression of voluntary and extra-judicial oaths."

Declared before me, at the Town of Windsor,
in the County of Essex, this 17th day of
October, A.D. 1879. }

JOHN CHARLES McLEOD.

J. C. PATTERSON, A Commissioner, etc.,

ONTARIO,
COUNTY OF ESSEX, } I, John McIntosh, of the Town of Windsor, in the County of
To Wit: } Essex, lumberman, do solemnly declare:—

1. That I was on board the "Prince Alfred" on the twenty-seventh day of July last past and witnessed the seizure of the tug "Relief" by the said steamer "Prince Alfred" in Lake Huron on the said day.

2. I am perfectly satisfied, from observations I made at the time of the said seizure, that the said tug "Relief" was wholly in Canadian waters at the time the said seizure took place; and I make this solemn declaration conscientiously believing the same to be true, and by virtue of the Act passed in the thirty-seventh year of Her Majesty's reign, intituled: "An Act for the suppression of voluntary and extra-judicial oaths."

Declared before me, at the Town of Windsor,
in the County of Essex, this 20th day of
October, A.D. 1879. }

JOHN McINTOSH.

JEREMIAH O'CONNOR, A Commissioner, etc.

The Marquis of Lorne to Sir E. Hicks-Beach.

No. 363.

OTTAWA, 15th December, 1879.

SIR,—I have the honor to transmit herewith, for your information, a copy of despatch and enclosure which I have received from Her Majesty's Minister at Washington, relative to the seizure by the Canadian steam tug "Prince Alfred" of the United States steam tug "Relief" for an infraction of the revenue laws of the Dominion. I also forward a duplicate copy of a report of a Committee of the Privy Council, which I have sent to Sir E. Thornton in reply to the representations of the United States authorities.

I have, etc.,

LORNE.

The Right-Hon. Sir M. E. HICKS-BEACH, etc.

Sir E. Thornton to the Marquis of Lorne.

No. 7.

WASHINGTON, 5th February, 1880.

MY LORD,—With reference to my despatch to Your Excellency, No. 50, of the 3rd of October last, I have the honor to enclose, herewith, copy of a note and of its enclosures which I have received from Mr. Evarts, respecting the systems of wrecking on the great lakes, and the desire of the United States Government to carry out the principle of reciprocity in the relief vessels in distress within the respective jurisdictions of the United States and Canada.

I have the honor to be, my Lord,

Your Excellency's most obedient humble servant,

EDWARD THORNTON.

To His Excellency the MARQUIS OF LORNE, K.T., etc., etc.

Mr. W. M. Evarts to Sir E. Thornton.

DEPARTMENT OF STATE, WASHINGTON, 3rd February, 1880.

SIR,—Referring to the extended correspondence which I have had the honor to hold with you respecting the systems of wrecking on the great lakes; and with special relation to the earnest advocacy by this Government of a large international policy which may allow the wrecking and life-saving appliances of the United States and of the Dominion of Canada to be fully and mutually availed of for the relief of vessels in distress within the jurisdiction of either, I have now the honor to transmit, for your information and perusal, copy of a letter from my colleague at the Treasury Department, with its enclosed reports from Customs officers stationed at Wilson and Olcott, in the District of Suspension Bridge, New York, relative to certain Canadian vessels which went ashore on Lake Ontario during the month of November last, and to the assistance rendered to them by Canadian tugs.

It is not my desire to renew discussion upon the several heads of argument already so fully treated of in our correspondence heretofore, and in the reports of the Dominion Council which you have been so good as to transmit to me from time to time; but rather to show that this Government is not only desirous, but has already proceeded, to carry out the principle of reciprocity in facilitating aid to disabled vessels, of whatever flag.

The case of the "Jane McCloud" is, in particular, notable. That schooner went ashore at the mouth of the Six Mile Creek, near Wilson, on the morning of 2nd November last, and was towed off by a Canadian tug, which later was not only not detained and heavily fined, but was permitted to accomplish her humane work without her name even being ascertained. I need scarcely advert to the treatment which an American tug might, under similar circumstances, have met with in the waters of

the Dominion, inasmuch as past correspondence has served to familiarize both of us with the aspect of the subject, and to make clear the difficulty which in such a case, might attend the exercise of the discretionary power of deciding whether life or property was or was not imminently endangered within the meaning of the recent explanatory circular of the Dominion Government.

I have, etc.,

WM. M. EVARTS.

The Right Hon. Sir E. THORNTON, K.C.B., etc., etc.

Enclosure: Mr. Sherman to Mr. Evarts. 27th Dec., 1879 (with accompaniments).

Mr. J. Sherman to Mr. Evarts.

TREASURY DEPARTMENT, 27th December, 1879.

SIR,—Referring to former correspondence on the subject of the wrecks of Canadian vessels on our coasts, I have the honor to enclose herewith, for your information, a copy of the reports from Customs officers stationed at Wilson and Olcott in the District of Suspension Bridge, New York, relative to certain Canadian vessels which went ashore on Lake Ontario during the month of November last, and to the assistance rendered them by Canadian tugs.

These reports were sent to the Department by the Collector of Customs at Suspension Bridge.

Very respectfully,

Hon. WM. M. EVARTS, Secretary of State.

JOHN SHERMAN, *Secretary.*

Mr. Henry Kenney to Mr. E. Nichols.

OLCOTT, NIAGARA Co., N. Y., 13th December, 1879.

DEAR SIR,—Your letter of the 9th inst. at hand and contents noted.

In reply will say there have been two schooners partially stranded at this port; both Canadian. The "Gold Hunter," Captain Lundy commanding, grounded between piers inside harbor on 3rd November, and was considerably damaged, was unloaded of her cargo of coal—some three hundred tons, and assisted by the tug "C. P. Morey" of Oswego, and taken away by the tug "Neelon" of Port Dalhousie, on 10th November, 1879.

On 5th December, 1879, the "Wave Crest" of Toronto struck East Pier at this port and went ashore east of piers where she was scuttled, and after a few hours' delay was got off and brought into harbor, was loaded with the coal left here by "Gold Hunter," and started for Toronto. When outside of piers swung around and went ashore west of the west pier. After throwing some 75 to 100 tons of coal over board was hauled back to piers and got back into harbor where she remained until 8th December, when the tug "Samuel Perry" of St. Catherines came and towed her away.

Any further information you may desire will be cheerfully sent you.

In the season of 1879 there have been seven American and eleven foreign vessels put into this port on account of weather.

Very respectfully yours,

HENRY KENNEY, *Deputy Collector.*

E. S. NICHOLS, Special Deputy Collector.

Mr. R. Stockwell to Mr. E. Nichols.

WILSON, 12th December, 1879.

SIR,—In reply to yours of the 9th instant I have to report that the only vessel which has put into this port on account of bad weather was the schooner "J. J. Hill,"

of Youngstown, commanded by Captain Henry Bunn. That vessel put into this port for shelter on the night of the 1st November, and also in the afternoon of the 12th November; was not disabled, and had no assistance. The schooner "Jane McCloud," a British vessel, commanded by F. McPherson, with a cargo of coal bound from Oswego to Toronto, went ashore at the mouth of Six Mile Creek on the morning of the 2nd November; said vessel was pulled off and towed into port by a Canadian tug, name unknown to me. The schooner "St. Andrews," also a British vessel, commanded by Samuel Rogers, went ashore about the same time about two miles east of the mouth of the creek, with cargo of coal bound from Oswego to Toronto. This vessel was pulled off and towed into port by a tug from Buffalo, as I am informed. The cargoes of both vessels were saved. I was told by the captains of the vessels that if there had been a lighthouse at this port that they could have put in here for shelter, and would have done so.

Yours respectfully,

E. S. NICHOLS, Special Deputy Collector. R. STOCKWELL, Deputy Collector.

The Marquis of Lorne to Sir E. Thornton.

No. 6.

OTTAWA, 10th February, 1880.

SIR,—I have caused to be submitted to my Government a copy of your despatch No. 7 of the 5th instant, covering a copy of a note and of its enclosures from Mr. Evarts, respecting wrecking on the great lakes.

I have, etc., LORNE.

The Right Hon. Sir E. THORNTON, K.C.B.

The Marquis of Lorne to Sir M. E. Hicks-Beach.

No. 47.

OTTAWA, 10th February, 1880.

SIR,—With reference to my despatch, No. 332, of the 18th November, 1879, I have the honor to forward herewith a copy of a further despatch and of its enclosures, which I have received from Her Majesty's Minister at Washington, on the subject of wrecking on the lake coasts.

I have, etc., LORNE.

The Rt. Hon. Sir M. E. HICKS-BEACH, Bart.

Sir M. E. Hicks-Beach to the Marquis of Lorne.

No. 71.

DOWNING STREET, 11th March, 1880.

MY LORD,—I have the honor to acknowledge the receipt of your despatch, No. 47, of the 10th ultimo, enclosing a copy of a further despatch from Her Majesty's Minister at Washington, on the subject of relief of vessels wrecked on the shores of the great lakes.

I have the honor to be, my Lord,

Your Lordship's most obedient, humble servant,

M. E. HICKS-BEACH.

Governor General the Right Hon.
The MARQUIS OF LORNE, K.T., G.C.M.G.

Sir E. Thornton to the Marquis of Lorne.

No. 28.

WASHINGTON, 10th April, 1880.

MY LORD,—I have the honor to transmit herewith copy of a note which I have received from Mr. Evarts, relating to a complaint made by Mr. E. Evans, the owner of the American tug "Relief," with regard to the action of the Collector of Customs at Port Dover, in the Province of Ontario, on the occasion of a raft in tow of that vessel being thrown, by a storm, on a sand bar at the outer end of Long Point, and there broken up.

I shall feel much obliged if Your Excellency will cause an enquiry to be made into the matters complained of, and will be good enough to favor me with the result of such an enquiry, so as to enable me to return a proper answer to Mr. Evarts' note.

I have the honor to be, Your Excellency's most obedient, humble servant,

EDWARD THORNTON.

His Excellency the Marquis of LORNE, K.T., G.C.M.G.

Mr. Wm. M. Evarts to Sir E. Thornton.

DEPARTMENT OF STATE, WASHINGTON, 8th April, 1880.

SIR,—I have the honor to invite your attention to a complaint recently made to me by Mr. E. Evans, a citizen of Tonawanda, New York, and the owner of the tug "Relief," an American vessel engaged in navigating the lakes between the United States and the Dominion of Canada. Mr. Evans states that on or about the 1st of September last, the tug "Relief" having a raft of pine timber in tow, bound from the Port of Au Sable, Michigan, to the Port of Tonawanda, New York, when off Long Point, Lake Erie, was caught in a gale of wind by which her raft was driven on a sand-bar at the outer end of Long Point and there broken up. Mr. Evans states, furthermore, that when the gale subsided he commenced taking care of his raft and preparing it for going forward to its destination in charge of the tug "Relief," but was interfered with by the Collector of Customs at Port Dover, in the Province of Ontario, who gave him notice not to touch the raft with the tug "Relief" or any other American tug, under the penalty of seizure.

You will observe the feature of this case which seems to extend the proscription of American relief beyond any point hitherto insisted upon.

I mean, of course, the denial of the right of the tug after a storm to gather up and refit, in pursuance of its original navigation from which it had been temporarily driven, its own tow.

I can hardly think this case can be supposed to fall within the monopoly of relief to vessels, which seems to have been the policy of the Canadian regulations.

In view of the allegations made by Mr. Evans, I have the honor to request that this matter may be carefully enquired into by the proper authorities of Her Majesty's Government, in order that the complainant may receive proper relief, in case the facts, when fully investigated, shall show him to be entitled to any. I may add that this Government is the more solicitous about this matter for the reason that frequent complaints have been made to this Department recently, to the effect that the wrecking laws of Canada are so administered as to materially interfere with the free navigation of the waters between the United States and the Dominion by American vessels.

I have, etc.,

WM. M. EVARTS.

Right Hon. Sir E. THORNTON, K.C.B., etc.

The Marquis of Lorne to Sir E. Thornton.

No. 28.

OTTAWA, 13th April, 1880.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 28, of the 10th instant, transmitting a copy of a note from the Secretary of State of the United States, relative to a complaint preferred by the owner of the American tug "Relief," regarding the action of the Collector of Customs at Port Dover, in the Province of Ontario, on the occasion of a raft of timber in tow of that vessel being wrecked on a sand bar at the end of Long Point.

I have directed that an immediate enquiry might be made into the circumstances of the case, and I shall lose no time in communicating to you the result as soon as I am in a position to do so.

I have, etc.,

LORNE.

The Right Hon. Sir E. THORNTON, K.C.B.

The Marquis of Lorne to the Chargé d'Affaires, Washington.

No. 75.

OTTAWA, 22nd November, 1880.

SIR,—With reference to Sir Edward Thornton's despatch, No. 7, of the 5th February, and to previous correspondence on the same subject, I have the honor to transmit herewith a copy of an approved Report of a Committee of the Privy Council, concerning the system of wrecking on the great lakes.

I have, etc.,

LORNE.

Her Majesty's Chargé d'Affaires, Washington.

Copy of a Report of a Committee of the Honorable the Privy Council for Canada, approved by His Excellency the Governor General on the 19th day of November, 1880.

The Committee of Council have had under consideration a despatch (with its enclosures) from Sir Edward Thornton, No. 7, of 5th February, 1880, to His Excellency the Governor General, respecting "the system of wrecking on the great lakes."

The Minister of Customs, to whom the same was referred, has submitted the following observations thereon:—

The communication of Mr. Evarts to Sir Edward Thornton, of 3rd February, refers to former correspondence on the same subject, and transmits for Sir Edward's information a copy of a letter from the Secretary of the United States Treasury, with reports from the Customs officers of the United States stationed at "Wilson" and "Olcott," in the district of "Suspension Bridge," in the State of New York, relative to the cases of certain Canadian vessels which went ashore on the United States coast of Lake Ontario during the month of November, A.D. 1879, and to the assistance rendered on these occasions by Canadian tug-boats, calling special attention to the case of the "Jane McLeod," which went ashore on the 2nd November, 1879, at Six Mile Creek, in the State of New York, and was towed off by a Canadian tug-boat without," Mr. Evarts observes, "the tug-boat being detained or heavily fined by the authorities, but permitted to accomplish her humane work without her name or nationality being ascertained."

The Minister submits that the aid in this case afforded to the vessel in distress without the nationality of the tug-boat which accomplished the "humane work" being enquired into, was an act which, if performed by a United States' tug-boat towards a vessel in like distress on the Canadian coast, would be treated in the same manner and with the same consideration as was shewn on the occasion referred to by the Custom House officers of the United States.

The Minister observes that the cases of the Canadian schooners "Gold Hunter" and "Wave Crest" sunk in the harbor of Olcott seem, from the statement of the

Deputy Collector of Olcott, to have been substantially as follows:—These vessels having been sunk were respectively raised and floated without any assistance having been rendered by Canadian tug boats, but they were afterwards towed to ports in Canada by Canadian tug boats, towing in this character being by usage a recognized right of vessels of either nationality, being quite consistent with the coasting regulations both of the United States and of Canada.

Of the cases of the two vessels named by the Deputy Collector of the Port of Wilson, one appears to have been that of a schooner taking refuge in that harbor without assistance, and the other that of a schooner which having grounded was pulled off by a United States tug boat from Buffalo. There is nothing in either case, therefore, bearing upon the question under discussion.

The Minister adds that the Canadian Customs Department has always carried out "the principle of reciprocity in facilitating aid to disabled vessels of whatever flag" in as full a degree as is claimed by the United States in any of the cases cited in these despatches.

The Committee concur in the observations and recommend that a copy of the foregoing Minute when approved be forwarded to Sir Edward Thornton for the information of the United States Government.

Certified, J. O. COTÉ, C.P.C.

The Marquis of Lorne to the Earl of Kimberley.

No. 331.

OTTAWA, 23rd November, 1880.

MY LORD,—Adverting to my despatch No. 47 of the 10th February last, transmitting a copy of a despatch from Her Majesty's Minister at Washington, in relation to the system of wrecking on the Great Lakes, I have the honor of communicating to you the duplicate of a Report of a Committee of the Privy Council which I have sent to Her Majesty's Chargé d'Affaires at Washington.

I have, &c., LORNE.
The Right Hon. The EARL OF KIMBERLEY, &c., &c.

The Marquis of Lorne to the Chargé d'Affaires, Washington.

No. 77.

OTTAWA, 23d November, 1880.

SIR,—With reference to Sir Edward Thornton's despatch, No. 28, of the 10th April, I have the honor of forwarding a copy of a report of a Committee of the Privy Council, embracing a memorandum by the Honorable the Minister of Customs, in regard to the complaint made by Mr. Evans, owner of the tug "Relief," with respect to the action of the Collector of Customs at Port Dover, in the Province of Ontario.

I have, &c., LORNE.
Her Majesty's Chargé d'Affaires, Washington.

Copy of a Report of the Committee of the Honorable the Privy Council for Canada, approved by His Excellency the Governor General on the nineteenth day of November, 1880.

The Committee of Council have had before them the despatch with enclosure from Sir Edward Thornton to His Excellency the Governor General, dated Washington, 10th April, 1880, relative to "a complaint made by Mr. E. Evans, the owner of the American tug 'Relief,' with regard to the action of the Collector of Customs at Port Dover, in the Province of Ontario, on the occasion of a raft in tow of that vessel being thrown, by a storm, on a sand bar at the outer end of Long Point, and there broken up."

The Honorable the Minister of Customs, to whom the despatch with enclosure has been referred, reports that the cause of complaint in this case, as stated in the despatch of Mr. Evarts to Sir Edward Thornton, is that, "when the gale subsided, he, Mr. Evans, commenced taking care of his raft and preparing it for going forward to its destination in charge of his tug 'Relief,' but was interfered with by the Collector of Customs at Port Dover, in the Province of Ontario, who gave him notice not to touch the raft with the tug 'Relief' or any other American tug under the penalty of seizure."

The Minister of Customs submits the following documents in reply to the above statement:—

1. A copy of a telegram from Mr. E. Evans to the Commissioner of Customs.
2. The Commissioner of Customs reply thereto.
3. A telegram from the Collector of Customs at Port Dover, in the Province of Ontario, and
4. A copy of a letter from T. B. Barrett, Collector of Customs at Port Dover, aforesaid,

And states that the evidence adduced from these documents clearly establishes the fact that there was not at any time the least obstruction placed in the way of Mr. Evans, nor of his tug, to perform such part of the work as it was fitted for, but, on the contrary, the evidence shows that his interests were carefully considered, and every facility offered by Collector Barrett, of Port Dover, Ontario, to protect his property.

The Committee recommend that a copy of this Minute, when approved, and of the documents alluded to, be transmitted to Sir Edward Thornton for the information of the Government of the United States.

Certified, J. O. COTÉ, C. P. C.

The undersigned Minister of Customs has the honor to report that he has under consideration the despatch of Sir E. Thornton to His Excellency the Governor General, dated Washington, April 10, 1880, relative to "a complaint by Mr. E. Evans, the owner of the American tug 'Relief,' with regard to the action of the Collector of Customs at Port Dover, in the Province of Ontario, on the occasion of a raft in tow of that vessel being thrown, by a storm, on a sandbar at the outer end of Long Point, and there broken up."

The cause of complaint in this case, as stated in the despatch of Mr. Evarts to Sir Edward Thornton, is that "when the gale subsided, he, Mr. Evans, commenced taking care of his raft and preparing it for going forward to its destination in charge of his tug 'Relief,' but was interfered with by the Collector of Customs at Port Dover, in the Province of Ontario, who gave him notice not to touch the raft with his tug "Relief," or any other American tug, under the penalty of seizure."

The Minister of Customs submits the following facts in reply to the above statement:—

- 1st. A copy of a telegram from Mr. E. Evans to the Commissioner of Customs.
- 2nd. The Commissioner of Customs reply thereto.
- 3rd. A telegram from the Collector of Customs at Port Dover, in the Province of Ontario, and
- 4th. A copy of a letter from T. B. Barrett, Collector of Customs at Port Dover, aforesaid.

Copy of a telegram to the Commissioner of Customs.

PORT DOVER, 27th August, 1879.

My tug "Relief's" raft broken at Long Point. No other tug here heavy enough to save it. Please authorize Collector Barrett to permit "Relief" to do the work. Answer immediately. Raft in great danger.

E. EVANS.

J. JOHNSON, Commissioner of Customs.

Copy of telegram of Commissioner of Customs to Collector, Port Dover.

OTTAWA, 27th August, 1879.

If you are fully satisfied raft would be lost or very much damaged before Canadian tug could relieve, you can permit, but you must be responsible.

J. JOHNSON.

Collector of Customs, Port Dover.

Copy of Collector of Port Dover's telegram.

PORT DOVER, 27th August, 1880.

I am aware of the position of Mr. Evans' raft. Have seen his message to you and certify to its correctness.

T. B. BARRETT.

J. JOHNSON, Commissioner of Customs.

CUSTOM HOUSE, PORT DOVER, 22nd April, 1880.

SIR,—In reply to your communication of the 20th instant, respecting E. Evans' raft, blown ashore on Long Point last August, I have the honor to report as follows, viz: In my message to you of the 27th August last, I certified to the correctness of Mr. Evans' message of the same date, and on receipt of your reply, wherein you stated: "If you are fully satisfied raft would be lost or very much damaged before Canadian tug could relieve, you can permit (*i.e.*, American tug "Relief" to do the work), but you will be responsible." I repeat, on receipt of this message I went over to Long Point, about 20 miles, in the steamer "Annie Craig," and found that Mr. Evans had engaged the small tug "New Era" (British registered) to collect the scattered logs, some of which were in a bay, and on the shore where no large tug could approach. On the bar which formed that bay the greater part of the raft was aground.

I considered that the most of the work to be performed was gathering the logs together, which was done by the Canadian tug. The work required of the large tug was towing into deep water that part of the raft which was aground on the Bar.

The tug "Relief" was not at the place when I got there (about 6.30 p.m.) she had gone to Erie, Pa., for coal, and was expected every moment. The wind was blowing fresh from the north-west when I was there, and should it continue and increase, of which there was every probability, the whole of the raft would be scattered. Mr. Evans' intention was to keep his tug in readiness, should the wind increase, to take that part of his raft off the bar into deep water, and wait until the Canadian tug had gathered the scattered logs, which he was having re-raftered, join all together as before, and proceed to his destination. He, Mr. Evans, had ten or twelve Canadians (British) from Port Rowan at work gathering and rafting the logs.

Mr. Evans, who accompanied me in the "Annie Craig," remained with the raft, and the "Annie Craig" proceeded on to Port Rowan, to which place I was taken. The following morning, in coming down the bay from Port Rowan, I could see the tug "Relief" had returned from Erie; in the distance I could not see that she was at work or at anchor, but was told by parties who were there that all she did was to take the principal part of the raft off the bar into deep water and wait until the scattered logs were re-raftered, which took the better part of three days. On the evening of the 30th August the Canadian tug "New Era" brought the master of the "Relief" in here, according to my instructions, that he might report his vessel out when he was ready to leave.

A Canadian tug could have been procured in time, if it was only known that the wind would go down, but the chances were very much against that, and I therefore

exercised the privilege given me to allow the American tug to take off the bar that part or parts of her raft that was aground.

I enclose a copy of the report outwards made by the master of the "Relief" when leaving. I consider the work was principally done by a Canadian tug and the Canadian inhabitants.

I have, etc.,

T. B. BARRETT, *Collector*.

REPORT OUTWARDS IN TRANSIT.

No. 36.

PORT OF DOVER, 30th August, 1879.

Contents in the American tug "Relief," James Parish, Master, for Tonawanda, 267 tons, 12 men, foreign built, of Niagara, U.S.

E. EVANS.—A wrecked raft taken off Long Point, where the American tug "Relief" had a special permit to assist in taking it off a bar, and where she worked not more than eight hours in doing so.

I, James Parish, master of the vessel above named, do declare that the content above written, now tendered and subscribed by me, is a just and true account of all the goods laden on board my vessel for this present voyage, and of the numbers of the packages containing the same; and also the respective places in the United States to which such goods are consigned.

Signed and declared before me, at the Custom House, Port of Dover, the 30th day of August, 1879.

JAMES PARISH.

T. B. BARRETT, *Collector*. (Under a penalty of \$400.)

The above statement of facts the Minister submits, clearly establishes the fact that there was not, at any time, the least obstruction placed in the way of Mr. Evans, nor of his tug to perform such part of the work as it was fitted for, but, on the contrary, the evidence shows that his interests were carefully considered, and every facility offered by the Collector Barrett, of Port Dover, Ontario, to protect his property.

M. BOWELL.

Customs Department, Ottawa, 15th November, 1880.

The Marquis of Lorne to the Earl of Kimberley.

No. 335.

OTTAWA, 24th November, 1880.

MY LORD,—I have the honor to transmit herewith, for your Lordship's information, copies of a correspondence which has passed with Her Majesty's representative at Washington, relating to a complaint made by Mr. E. Evans, owner of the United States tug "Relief," with regard to the action of the Customs authorities at Port Dover, in the Province of Ontario, on the occasion of a raft in tow of that vessel being wrecked on a sand bar near Long Point.

I have, etc.,

LORNE.

The Right Hon. the EARL OF KIMBERLEY.

RETURN

(51)

To an ORDER of the HOUSE OF COMMONS, dated 20th December, 1880;—For a Return shewing the Number of Locomotives, Passenger Cars, Freight Cars, or other Railway Rolling Stock, purchased by the Government under contract or otherwise during the year; the places where they were manufactured and purchased, and the Prices paid.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
20th January, 1881.

Secretary of State.

RETURN shewing the Number of Locomotives, Passenger Cars, Freight Cars, or other Rolling Stock, purchased by the Government under contract or otherwise during the year 1880; the places where they were manufactured and purchased, and the prices paid.

No.	Description of Rolling Stock.	Where Manufactured.	Price Paid.
			\$ cts.
3	Locomotives.....	Patterson, U.S.....	28,555 43
8	do	Boston, U.S.....	73,938 31
5	do	Kingston, Ont.....	47,100 00
2	do	do	22,296 50
3	do	St. John, N.B.....	29,700 00
1	do	Philadelphia, U.S.....	10,720 00
1	do	do	11,148 50
6	1st Class Cars.....	Cobourg, Ont.....	27,984 00
1	1st Class Car (official).....	do	5,977 00
1	1st do (second-hand).....	Chicago, U.S.....	3,315 89
1	1st do	do	6,373 30
2	2nd Class Cars.....	St. John, N.B.....	4,500 00
2	Smoking and Postal Cars.....	Cobourg, Ont.....	5,750 00
2	Baggage Cars.....	St. John, N.B.....	3,500 00
2	do and Postal Cars.....	London, Ont.....	6,230 00
1	do	Chicago, U.S.....	2,100 00
1	Box Car.....	Moncton, N.B.....	650 00
7	Box Cars.....	St. John, N.B.....	3,990 00
5	do	Chicago, U.S.....	3,250 00
1	Box Car (re-built).....	do	475 00
60	Box Cars.....	Moncton, N.B.....	41,400 00
45	Flat Cars.....	Cobourg, Ont.....	23,240 00
40	do	Chicago, U.S.....	22,000 00
75	do	Moncton, N.B.....	35,925 00
70	do	London, Ont.....	31,200 00
12	Snow Ploughs.....	St. John, N.B.....	15,150 00
2	do	Moncton, N.B.....	2,600 00
3	Wing Ploughs.....	St. John, N.B.....	3,750 00
6	do	London, Ont.....	11,100 00
3	Flangers.....	St. John, N.B.....	2,250 00
6	do	Moncton, N.B.....	7,920 00

RETURN

(52)

To an ORDER of the HOUSE OF COMMONS, dated 20th December, 1880 ;—For all Correspondence between parties in Chicago and the Department of Public Works or of Railways and Canals, respecting the construction of the Trent Valley Canal.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
24th January, 1881.

RETURN

(53)

To an ORDER of the HOUSE OF COMMONS, dated 20th December, 1880 ;—For a Return of all Fines imposed by the Fishery Officer of the County of Shelburne, upon whom, for what offence, and a copy of the Evidence taken furnished the Department in each case.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
24th January, 1881.

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

RETURN

(54)

To an ORDER of the HOUSE OF COMMONS, dated 20th December, 1880;—For a copy of the Instructions issued by the Department of Marine and Fisheries to their Officers throughout the Dominion, as a guide in the Collection of Statistics as to the annual production of the Fisheries, with copies of Forms used by said Officers; and also, copies of the Returns, by Districts, furnished the Department during the present year by the Fishery Officer of the County of Shelburne.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
24th January, 1881.*Secretary of State.*

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

RETURN

(55)

To an ADDRESS of the HOUSE OF COMMONS, dated 16th December, 1880 :—
 For a Statement of the Number of Judgeships in each Province at the time of the Union of such Province with Canada, the Incumbents of which were, under the law, entitled in certain events to Retiring Allowances ; and the number of Judges in each such Province actually receiving such Retiring Allowances at such time ; and a like Statement for each year since Confederation, as to each Province during such year in the Union down to, and inclusive of, the year 1880.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
 25th January, 1881.

Secretary of State.

STATEMENT A.—Shewing the Number of Judgeships in each Province on its Union with Canada, the Incumbents of which were entitled, in certain events, to Retiring Allowances.

Year.	Province.	Number.	Remarks.
1867	Upper Canada.....	9	3, Q. B. ; 3, C. P. and 3, Ch'y.
1867	Lower Canada.....	24	5, Q. B. ; 18, S. C. and one Vice Admiralty.
1867	Nova Scotia.....	None.	
1870	New Brunswick.....	do	
1871	Manitoba.....	do	
1873	British Columbia.....	1	By a special act for the case.
1873	Prince Edward Island.....	None.	

NOTE.—In Lower Canada there was no Statute specifying the Pensions or the Judges entitled to receive them ; but, by Statute, a lump sum was placed at the disposal of the Government for " Pensions to Judges."

STATEMENT B.—Shewing the Number of Judges actually in receipt of Retiring Allowances in each Province at the time of its Union with Canada.

Year.	Province.	Number.	Total Rate per Annum.
1867.....	Upper Canada.....	1	\$3,333.33.
1867.....	Lower Canada.....	2	4,799.96.
1867.....	Nova Scotia.....	2	2,400.00. By special Act.
1867.....	New Brunswick.....	None.	
1870.....	Manitoba.....	do	
1871.....	British Columbia.....	1	2,435.00. Under special Act.
1873.....	Prince Edward Island.....	None.	

STATEMENT C.—Shewing the Number of Judgeships in each Province of Canada for each Fiscal Year since the Union, the Incumbents of which were entitled, in certain events, to Retiring Allowances.

Fiscal Year ending 30th June.	Province.	Number.	Remarks.
1868.....	Ontario.....	9	3, Q. B.; 3, C. P. and 3 Ch'y, under 31 Vic., cap. 33.
	Quebec.....	24	
	Nova Scotia.....	6	
	New Brunswick.....	6	
1869.....	Ontario.....	9	5, S. C. and 1 V. A., under 31 Vic., cap. 33.
	Quebec.....	25	
	Nova Scotia.....	6	
	New Brunswick.....	6	
1870.....	Ontario.....	9	5, S. C. and 1 V. A. do do
	Quebec.....	25	
	Nova Scotia.....	6	
	New Brunswick.....	6	
1871.....	Ontario.....	9	Another Judge added to Superior Court of Quebec
	Quebec.....	26	
	Nova Scotia.....	6	
	New Brunswick.....	6	
1872.....	Manitoba.....	1	Another Judge added to Superior Court of Quebec
	Ontario.....	9	
	Quebec.....	32	
	Nova Scotia.....	8	
1873.....	New Brunswick.....	6	Six Judges added to the Superior Court of Quebec. Two Judges added to Superior Court of Nova Scotia
	Manitoba.....	3	
	British Columbia.....	9	
	Ontario.....	57	
1874.....	Quebec.....	32	3 S. C. and 6 Stipendiary Magistrates or C. C. Judges. 49 Judges and Junior Judges of C. Court, in Ontario, became entitled under 36 Vic., cap. 31.
	Nova Scotia.....	8	
	New Brunswick.....	11	
	Manitoba.....	3	
1873.....	British Columbia.....	9	Five C. C. Judges became entitled under 36 Vic., cap. 31.
	Ontario.....	61	
	Quebec.....	32	
	Nova Scotia.....	8	
1874.....	New Brunswick.....	11	Court of Appeal created with 4 new Judges.
	Manitoba.....	3	
	British Columbia.....	9	
	Prince Edward Island.....	6	

3 Supreme Court and 3 County Court.
2

STATEMENT C—Judgeships in each Province of Canada, &c.—*Concluded.*

Fiscal Year ending 30th June.	Province.	Number.	Remarks.
1875	Ontario.....	61	Judges of the Supreme and Exchequer Courts.
	Quebec.....	32	
	Nova Scotia.....	8	
	New Brunswick.....	11	
	Manitoba.....	3	
	British Columbia.....	9	
	Prince Edward Island.....	6	
1876	Dominion of Canada.....	6	7 Judges of C. Court became entitled.
	Ontario.....	61	
	Quebec.....	32	
	Nova Scotia.....	15	
	New Brunswick.....	11	
	Manitoba.....	3	
	British Columbia.....	9	
1877	Prince Edward Island.....	6	
	Canada.....	6	
	Ontario.....	61	
	Quebec.....	32	
	Nova Scotia.....	15	
	New Brunswick.....	11	
	Manitoba.....	3	
1878	British Columbia.....	9	
	Prince Edward Island.....	6	
	Canada.....	6	
	Ontario.....	61	
	Quebec.....	32	
	Nova Scotia.....	15	
	New Brunswick.....	11	
1879	Manitoba.....	3	Additional Judge to the Sup. Court of N.B.
	British Columbia.....	9	
	Prince Edward Island.....	6	
	Canada.....	6	
	Ontario.....	61	
	Quebec.....	32	
	Nova Scotia.....	15	
1880	New Brunswick.....	12	
	Manitoba.....	3	
	British Columbia.....	9	
	Prince Edward Island.....	6	
	Quebec.....	32	
	Ontario.....	61	

NOTE.—For half year ending 31st December, 1880, the above Statement is applicable except that, by Act of Quebec Legislature, one Judge has been added to the Court of Queen's Bench and one to the Superior Court; but the appointments have not yet been made, and in British Columbia the offices of the six Stipendiary Magistrates have been abolished, and, in lieu thereof, two additional Judges appointed to Superior Court.

STATEMENT D.—Shewing the Number of Judges actually in receipt of Retiring Allowances in each Province of Canada, during each fiscal year from the Union, including the half-year ending 31st December, 1880.

Fiscal Year ending 30th June.	Province.	Total Number.	Total Rate per annum.	Remarks.
			\$ cts.	
1868.....	Ontario.....	2	6,666 66	
	Quebec.....	3	7,068 05	
	Nova Scotia.....	2	2,400 00	
	New Brunswick.....	None.		
1869.....	Ontario.....	2	6,666 66	
	Quebec.....	3	7,068 05	
	Nova Scotia.....	2	2,400 00	
	New Brunswick.....	None.		
1870.....	Ontario.....	2	6,666 66	
	Quebec.....	3	7,068 05	
	Nova Scotia.....	2	3,426 00	Increase over 1869 of \$1,026.00.
	New Brunswick.....	None.		
1871.....	Ontario.....	2	6,666 66	
	Quebec.....	4	9,201 37	
	Nova Scotia.....	2	3,426 00	Increase over 1870 of \$2,133.32.
	New Brunswick.....	None.		
1872.....	Manitoba.....	None.		
	Ontario.....	1	3,333 33	Decrease of \$3,333.33.
	Quebec.....	5	11,068 01	Increase of \$1,866.64.
	Nova Scotia.....	2	3,426 00	
	New Brunswick.....	None.		
	Manitoba.....	None.		
1873.....	British Columbia.....	1	2,435 00	
	Ontario.....	1	3,333 33	
	Quebec.....	4	\$,899 92	Decrease of \$2,168.09.
	Nova Scotia.....	2	3,426 00	
	New Brunswick.....	None.		
	Manitoba.....	None.		
1874.....	British Columbia.....	None.		Decrease of \$2,435 00.
	Ontario.....	2	4,933 00	Increase of \$1,600 00.
	Quebec.....	7	19,568 57	do \$10,666.65.
	Nova Scotia.....	4	7,892 66	do \$3,466 66.
	New Brunswick.....	1	2,133 33	do \$2,133.33.
	Manitoba.....	None.		
1875.....	British Columbia.....	None.		
	Prince Edward Isl'd.....	None.		
	Ontario.....	1	1,600 00	Decrease of \$3,333 33.
	Quebec.....	8	21,899 90	Increase of \$2,333 33.
	Nova Scotia.....	2	3,866 66	Decrease of \$4,026.00.
	New Brunswick.....	1	2,133 33	
1876.....	Manitoba.....	None.		
	British Columbia.....	None.		
	Prince Edward Isl'd.....	1	2,000 00	Increase of \$2,000.00.
	Ontario.....	None.		Decrease of \$1,600.00.
	Quebec.....	9	24,566 56	Increase of \$2,666.66.
	Nova Scotia.....	2	3,866 66	
1877.....	New Brunswick.....	1	2,133 33	
	Manitoba.....	None.		
	British Columbia.....	None.		
	Prince Edward Isl'd.....	None.		Decrease of \$2,000.00.
	Ontario.....	None.		
	Quebec.....	9	25,766 56	Increase of \$1,200.00.

STATEMENT D. Shewing the Number of Judges actually in receipt of Retiring Allowances in each Province of Canada, &c.—*Concluded.*

Fiscal Year ending 30th June.	Provinces.	Total Number.	Total Rate per annum.	Remarks
1878	Ontario.....	3	\$ 4,800 00	Increase of \$4,800 00.
	Quebec.....	9	25,776 56	
	Nova Scotia.....	1	1,200 00	Decrease of \$2,666 66.
	New Brunswick.....	1	2,133 33	
	Manitoba.....	None.		
	British Columbia.....	None.		
	Prince Edward Isl'd.	None.		
1879	Dominion.....	2	9,999 99	Increase of \$9 999 99.
	Ontario.....	4	6,400 00	do \$1,600 00.
	Quebec.....	10	28,333 22	do \$2,666 66.
	Nova Scotia.....	2	3,866 66	do \$2,666 66.
	New Brunswick.....	None.		Decrease of \$2,133 33.
	Manitoba.....	None.		
	British Columbia.....	None.		
1880	Prince Edward Isl'd.	1	2,000 00	Increase of \$2,000.00.
	Dominion.....	2	9,999 99	
	Ontario.....	3	4,800 00	Decrease of \$1,600.00.
	Quebec.....	10	28,333 22	
	Nova Scotia.....	2	3,866 66	
	New Brunswick.....	None.		
	Manitoba.....	None.		
Half year, July 1st to Dec. 31st, 1880.	British Columbia.....	None.		
	Prince Edward Isl'd.	1	2,000 00	
	Dominion.....	2	9,999 99	
	Ontario.....	2	3,200 00	Decrease of \$1,600.00.
	Quebec.....	10	29,666 56	Increase of \$1,333.34.
	Nova Scotia.....	1	2,666 66	Decrease of \$1,200.00.
	New Brunswick.....	None.		
1880.	Manitoba.....	None.		
	British Columbia.....	5	8,111 11	Stipendiary Magistrates or C.O. Judges.
	Prince Edward Isl'd.	1	2,000 00	

RETURN

(56)

To an ADDRESS of the HOUSE OF COMMONS, dated 16th December, 1880;—
For copies of all Statements or representations or Correspondence on the
subject of the Distribution of the Judicial Work of the Province of
Quebec.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
18th January, 1881.

Secretary of State.

—

*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His
Excellency the Governor-General in Council on the 10th November, 1876.*

The Committee of the Privy Council have had under consideration the Report
hereunto annexed, from the Hon. the Minister of Justice, on a petition to Your
Excellency from the section of the District of Montreal of the Bar of Lower Canada,
now the Province of Quebec, having reference to the administration of justice in that
District; and they respectfully report their concurrence in the suggestions submitted
in the said Report, and advise that a copy thereof and of this Minute be transmitted
for the consideration of the Government of Quebec.

Certified.

(Signed)

W. A. HIMSWORTH,

Clerk, Privy Council.

The Hon. Secretary of State, &c.

—

Canada, Province of Quebec, District of Montreal.

To His Excellency the Right Honorable Sir Frederick Temple Hamilton Blackwood,
Earl of Dufferin, Viscount and Baron Clandeboye, Governor General of the
Dominion of Canada and Vice-Admiral of the same, &c., &c., &c.

The petition of the Section of the District of Montreal of the Bar of Lower
Canada, humbly represents:—

That the judicial affairs of the District of Montreal require the unceasing labor
of the six Judges appointed to administer justice therein.

That none of those Judges should be called upon to perform duties out of the city
of Montreal, and that any of the Judges who, from any cause, becomes incapacitated
permanently or temporarily to perform his duties should be replaced.

That the administration of justice in the Superior Court sitting in the District
of Montreal is in the highest degree ineffective, owing to the refusal of the Honorable
Mr. Justice Mondelet to sit in the Insolvent Court, and in the Court of Review, when
any question under the Insolvent Act is presented for adjudication, and to his
determination not to give effect to the "Dominion Controverted Election Act."

That whilst recognizing the long service, firmness in the discharge of his duty, and integrity of the Honorable Mr. Justice Mondelet, in the opinion of the Bar, the time has come, when, in the interests of justice, that learned Judge, being unable conscientiously to administer the existing laws, should be replaced.

Wherefore your petitioners pray that Your Excellency will be pleased to take such steps in this matter as may remedy the evil complained of.

(Signed) WILLIAM H. KERR,
Bâtonnier.

MONTREAL, 4th November, 1876.

This petition was presented to the undersigned on the 8th instant, by the deputation instructed for that purpose. The undersigned on that day reported on the petition and the subject was dealt with in Council to-day.

The undersigned recommends that the Secretary of State should formally acknowledge the receipt of the petition to W. H. Kerr, Esq., Q.C., Bâtonnier, Montreal, and inform him that the subject of it has since its receipt engaged the attention of His Excellency, and that the views of the Government are contained in the approved report of the undersigned of which a copy should be enclosed to Mr. Kerr. This, however, should not be transmitted until one mail after the transmission to the Lieutenant-Governor of Quebec, of the Order in Council.

(Signed) E. B., *M. J.*

November 9th, 1876.

DEPARTMENT OF JUSTICE, 8th Nov., 1876.

The undersigned begs to report that on the 8th November, instant, a petition was presented to His Excellency by the Section of the District of Montreal, of the Bar of Lower Canada, now Quebec, as follows:—

To W. H. Kerr, Esq., Q.C., Bâtonnier of the Bar of Lower Canada, (Province of Quebec,) Section of the District of Montreal:

We the undersigned members of the Bar of Quebec, Section of the District of Montreal, request you to call a meeting of the Bar of said Section for the earliest day possible, to take into consideration the unsatisfactory state of the Superior Court and Court of Review of the District of Montreal, by reason of the persistent refusal of the Honorable Mr. Justice Mondelet to sit or adjudicate upon causes instituted or proceedings had under the Insolvent Act of 1875, and specially the action of said Judge in retiring from the Bench of the said Court of Review on the twenty-fourth day of October, instant, whilst a case was being argued, and in refusing to hear said cause in its turn; and to take such measures as may be deemed best for the remedying of the evil and for the removal of the said Judge.

(Signed) Leo. H. Davidson,
" J. Wurtele, Q.C.,
" L. N. Benjamin,
" Thos. W. Ritchie,
" J. E. Robidaux,
" E. C. Monk,
" Ivan Wotherspoon,
" R. A. Ramsay,
" D. Girouard, Q.C.,
" Chas. C. de Lorimier,
" F. X. Archambault,
" W. W. Robertson,
" N. H. Bourgouin,

(Signed) T. J. Doherty,
" W. Hutchinson,
" W. S. Walker,
" J. S. Hall, jr.,
" J. C. Lacoste,
" O. Auzé,
" D. Macmaster,
" Duhamel & Rainville,
" L. A. Jette,
" DeBellefeuille & Linjeu,
" S. Pagnuolo,
" P. H. Roy,
" E. Holton,

(Signed) N. W. Trenholme,
 " Jas. M. Glass,
 " C. A. Geoffrion,
 " Chas. Thibault,
 " M. E. Charpenter,
 " Longpré & Dugas,
 " A. Lacoste, Q.C.,
 " D. E. Bowie,
 " W. G. Cruickshanks,
 " L. Laflamme,
 " John L. Morris,
 " C. B. Carter,
 " Dunlop & Lyman,
 " W. Prevost,
 " C. P. Davidson, Q.C.,
 " A. Cross, Q.C.,
 " Jas. R. Gibb,
 " Lemuel Cushing,
 " F. O. Rinfret,
 " P. A. Archambault,
 " Chas. A. W. Vilbon,
 " P. V. Taché,
 " R. A. Prefontaine,
 " F. G. Boutillier,
 " J. J. Curran, Q.C.,
 " W. B. Lambe,
 " F. Lexebere,
 " H. L. Snowdon,
 " L. L. Maillet,
 " A. McMahan,
 " F. J. D. Ricard,
 " L. H. Archambault,
 " Z. Renaud,
 " E. Lareau,
 " A. Archambault,
 " J. G. D'Amour,
 " P. N. Durand,
 " Theo. Berthaud,
 " Urzel A. Denis,
 " D. D. Messier,
 " M. J. D. LaRiviere,

(Signed) J. T. Archibald,
 " A. W. Grenier,
 " A. Gelinias,
 " Lucien Huot,
 " P. J. Cayle,
 " Alp. Desjardins,
 " D. Barry,
 " H. C. St. Pierre,
 " Frank O. Wood,
 " Edmund Barnard,
 " O. B. Devlin,
 " Henry W. Austin,
 " A. Branchaud,
 " L. A. Ouimet,
 " F. T. Judah,
 " D. Major,
 " F. S. Sarrasin,
 " T. Ouimet,
 " A. Ouimet,
 " S. A. Lebourveau,
 " H. B. Rainville,
 " J. G. W. McGowan,
 " D. E. Gauthier,
 " Ernest DesRosiers,
 " T. P. Butler,
 " M. S. Lonerzan,
 " T. C. DeLorimier,
 " J. B. Abbott,
 " L. O. Taillon,
 " F. L. Beique,
 " G. Joseph,
 " M. M. Tait,
 " Chas. S. Burroughs,
 " J. Ald. Ouimet,
 " N. Driscoll,
 " G. H. Borlase,
 " L. Piche,
 " O. McMahan,
 " C. Rochon,
 " J. J. MacLaren,
 " F. E. Gilman.

In conformity with the foregoing request I hereby call a meeting of the members of the Bar of the Province of Quebec, Section of the District of Montreal, to be held at the Court House here, in the Advocate's Room, on Friday, the twenty-seventh day of October, instant, at three o'clock in the afternoon.

MONTREAL, 25th October, 1876.

(Signed)

WILLIAM H. KERR, *Bâtonnier*.

True copy.

(Signed)

P. H. ROY, *Secretary*.

At a general meeting of the Bar of the Province of Quebec, Section of the District of Montreal, duly called and held, this twenty-seventh day of October, one thousand eight hundred and seventy-six;

PRESENT:

W. H. Kerr, Esquire, Q.C., Bâtonnier, presiding.

F. X. Archambault,
E. Lareau,
D. Messier,
F. L. Beique,
G. B. Cramp,
L. A. Jette,
J. Doutre, Q.C.,
Charles Thibault,
J. B. Abbott,
P. H. Roy,
Jos. Duhamel,
M. Lonergan,
R. Prefontaine,
A. B. Longpré,
S. Pagnuelo,
J. E. Robidaux,
P. J. Coyle,
O. B. Devlin,
C. A. Dugas,
D. E. Bowie,
U. A. Denis,
J. S. Archibald,
Ivan Wotherspoon,
E. Lef. DeBellefeuille,
C. B. Carter,
C. A. Geoffrion,
L. Cushing,
A. Adam,

J. B. Doutre,
J. L. Morris,
F. G. Boutillier,
G. H. Borlase,
J. S. C. Wurtele, Q.C.
J. O. Turgeon,
N. W. Trenholme,
C. H. Stephens,
W. Scallon,
W. Prevost,
T. J. Doherty,
J. J. MacLaren,
D. Macmaster,
J. S. Hall,
Ernest DesRosiers,
John Dunlop,
J. G. D'Amour,
T. T. Ouimet,
R. A. Ramsay,
W. S. Walker,
Alexandre Lacoste,
M. M. Tait,
N. H. Bourgoûin,
W. B. Lambe,
L. O. Loranger,
Jas. M. Glass,
L. Laflamme,
J. M. Loranger,

F. O. Rinfret.

Mr. P. H. Roy, the Secretary, read the requisition convening the meeting.

Moved by Joseph Doutre, Q.C., seconded by G. H. Borlase, Esq., and resolved:—That the judicial affairs of this district require the unceasing labor of the six Judges appointed for it, that none of those Judges should be called upon to fulfil duties out of the City of Montreal, and that any of the honorable Judges who is, or becomes unable to perform his share of duties for any cause whatever, should be temporarily or permanently replaced.

Moved by J. S. C. Wurtele, Q.C., seconded by W. Prevost, Esq., and resolved:—That the administration of justice in the Superior Court, Insolvent Court and Court of Review, in the District of Montreal, is in the highest degree ineffective, owing to the refusal of the Honorable Mr. Justice Mondelet to sit in the Insolvent Court, Superior Court, or the Court of Review, when any question under the Insolvent Act is presented for hearing, as also his like refusal to recognize or give effect to the Dominion Controverted Election Act, and the impossibility under existing circumstances of the Judges of the Superior Court meeting all the demands upon their attention.

Moved by Leo H. Davidson, Esq., seconded by F. L. Beique, Esq., and resolved:—That, whilst recognizing the long services, fearlessness in the discharge of duty and integrity of the Honorable Mr. Justice Mondelet, the Section of the Bar is of the opinion that the time has come when, in the interests of justice, the learned Judge being unable conscientiously to administer the existing law, should be replaced.

Moved by Ivan S. Wotherspoon, Esq., seconded by C. A. Geoffrion, Esq., and resolved:—That a petition to His Excellency the Governor General, founded upon the

foregoing resolutions, be forthwith drawn up and signed by the Bâtonnier of this section, and that W. H. Kerr, Q.C., Joseph Doutre, Q.C., S. Bethune, Q.C., J. S. C. Wurtele, L. O. Loranger, L. H. Davidson, J. Duhamel, and the mover and seconder, be appointed a committee to wait upon the Minister of Justice with the same, and represent to him the necessity of immediate action in the premises, or to take such other steps as may be necessary to attain that desired end.

And the meeting adjourned.

(A true copy.)

(Signed) P. H. ROY,

Secretary.

Messrs Kerr, Doutre and Duhamel on the same day had an interview with the undersigned on the subject of the petition, in pursuance of a resolution of the Bar to the following effect:—

“That a petition to His Excellency the Governor General, founded upon the foregoing resolutions, be forthwith drawn up and signed by the Bâtonnier of this section, and that W. H. Kerr, Q.C., Joseph Doutre, Q.C., S. Bethune, Q.C., J. S. C. Wurtele, L. O. Loranger, L. H. Davidson, J. Duhamel, and the mover and seconder, be appointed a committee to wait upon the Minister of Justice with the same, and represent to him the necessity of immediate action in the premises, or to take such other steps as may be necessary to attain that desired end.”

From the official documents presented to the undersigned it appears that the meeting at which the petition was adopted was called upon a requisition signed by 108 members of the Bar, and that at the meeting itself were present fifty-eight members of the Bar.

The importance of the interests involved and the weight to be attached to the representations made are very great. The undersigned has been for some time aware, from the ordinary sources of information, that difficulties of a grave character were attending the administration of justice in the District of Montreal.

These difficulties appeared to him to proceed mainly from the unsatisfactory distribution of the available judicial strength of the Province of Quebec, but in part also from the views of Mr. Justice Mondelet as to his judicial duty referred to in the petition.

The undersigned is fully sensible of the limited extent of the powers of the Canadian Government in this matter. That Government has not the wish any more than it has the power to interfere with the constitutional rights and responsibilities of the local authorities; and the undersigned feels sure that the intention of any suggestions which may be made will not be misunderstood.

To the Local Government under the Union Act is committed the constitution, maintenance and organization of the courts of justice, and the administration of justice; but Canada (which is called on to determine whether effect should be given to any local law for the creation of additional Judgeships, which fixes and provides the salaries of the Judges, and makes their appointments, and whose laws are administered by the Provincial courts) has so great an interest in the efficiency of the system that it may not be improper, in view of the representations of the petition, to call the attention of the Local Government to the pressing difficulties which exist and to some suggestions for their alleviation.

To entirely remove these difficulties, and to place the judicial system in the highest state of efficiency may possibly require extensive and radical changes which the undersigned does not presume to suggest. He limits himself to the suggestion of some simple amendments which may, pending the consideration of a larger scheme of reform, lessen at any rate, though they do not altogether remedy, the more glaring evils.

The undersigned has already referred to the unsatisfactory distribution of judicial strength. The business done in several districts, to each of which separately is assigned a Judge of the Superior Court, appears to be very small and quite insufficient to occupy any considerable proportion of the time of the Judge.

The cost of the administration of justice in these districts is thus unnecessarily large. At the same time, the business in the other parts, at any rate in the District of Montreal, is very heavy, and apparently overtaxes the Judges specially assigned to that district. Thus, while the undersigned has no reason to believe that the whole judicial strength of the Province would, if properly applied, be at all inadequate to the whole judicial work of the Province, he is led to the conclusion that the present distribution prevents the satisfactory accomplishment of the work devolving on the Judges.

The 14th section of cap. 78 of the Consolidated Statutes of Lower Canada, provides as follows:—

“In all proceedings commenced and carried on in vacation before any of the Judges of the Superior Court, it is and shall be competent, in case of the illness or absence of such Judge, for any other Judge of the said court to sit in his place and to exercise the power and authority which would have been exercised by the Judge so ill or absent, had he continued to sit.” (16 V., c. 194, s. 33.)

An obvious amendment of this section would introduce an element of elasticity into the system which would render possible the employment in any district and for any judicial work of any of the Judges of any other district, whether the difficulty in the particular district to be supplied were occasioned by the illness or absence of a Judge or by the extra pressure of work. It would not be difficult to devise a provision giving power to the Executive (on the representation of the Judges of the district, or of the Lieutenant-Governor, that additional assistance is required) to arrange for its being supplied by any Judges available for the purpose.

The 19th section of the same Act, is as follows:—

“If the sole Judge of the said court in any district is unavoidably absent therefrom or has leave of absence, or is, from sickness or otherwise, unable to perform his duties, the Chief Justice of the Superior Court, being informed thereof, shall communicate the information received by him to the Puisne Judges resident in the District of Quebec or of Montreal, and one of the said Judges (including the Chief Justice) resident in the said districts, according to any arrangement they have made among themselves, shall supply the place of such sole Judge and perform his duties; and in any case of urgent necessity, an assistant Judge of the said court may be appointed under the section eleven providing for such appointment.” (20 V., c. 44, s. 40.)

A slight amendment of this section would render it applicable to the Judges of the court generally, instead of being applicable only to the case of a sole Judge of a district.

A member of the deputation to the undersigned presented a certificate from the medical attendant of Mr. Justice Mondelet, expressing the opinion that his present state of health demands relaxation for some time at least from the arduous duties of his position; and the undersigned was informed that the learned Judge was desirous to obtain leave of absence for the period of a year, at the expiration of which time it was his intention to apply to be retired upon the statutory allowance.

The deputation expressed their anxiety that the Government should accede to this request when preferred, arrangements being made for the discharge of Judge Mondelet's duties during his absence.

The deputation agreed that it was obvious that those duties could not be performed by the other Judges at present assigned to the District of Montreal, and that to enable them to be discharged by some of the Judges of other districts would require an amendment of the law in the sense which the undersigned has indicated.

The undersigned stated to the deputation the course which is pursued by the Government on applications for leave, viz.: that they are referred to the Lieutenant-Governor of the Province, with a request to be informed whether the proposed leave can be granted without detriment to the administration of justice, and that upon receipt of his reply they are considered by His Excellency in Council.

The undersigned pointed out that in order to a favorable result, the suggested or some equivalent alteration in the law would appear requisite.

The deputation informed him that they were about to press upon the consideration of the Local Government and Legislature, which meets upon the 10th inst., the advisability of changes in the law embracing those to which he has referred.

The undersigned stated that he would be prepared to recommend a course which might promote the views of the deputation on the points specified, and that with that object he would propose that a communication should be sent to the Local Government embodying the views of His Excellency in Council on the subject.

The undersigned added that should the difficulty of supplying the place of Judge Mondelet be solved, he would be prepared (subject to such considerations as might arise upon the report of the Lieut.-Governor) to recommend compliance with the application which it was intimated Judge Mondelet was disposed to make.

The expedient of appointing a Judge *ad hoc* was not overlooked in the discussion, but the objections to this course are obviously so serious that the undersigned intimated that he was not at present prepared to recommend such an appointment.

It appears to the undersigned that having regard to the plan of adjustment proposed during this interview and the execution of which is to be attempted, it is expedient not at present to report upon certain of the allegations of the petition, which allegations have not escaped his attention, but the existence of which does not, in his opinion, furnish ground for altering the course which he proposes.

The undersigned recommends that a copy of this report, if concurred in, should be transmitted to the Lieut.-Governor of Quebec, who should be requested to lay it before his Government with an intimation that the Government of Canada will be prepared, should the Local Government desire it, to confer with the latter upon any point on which, in the opinion of the Local Government, concurrent action may be thought desirable.

(Signed) EDWARD BLAKE, *M. J.*

(Translation.)

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

SIR,—I have the honor to transmit to you herewith, for the information of the Government of the Province of Quebec, copies of an order of the Hon. the Privy Council, and of a report of the Hon. the Minister of Justice, in relation to the administration of justice in the District of Montreal.

I have, &c.,

(Signed)

R. W. SCOTT,
Secretary of State.

To His Honor the Administrator
Of the Government of the Province of Quebec.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, November 11th, 1876.

SIR,—I am directed to acknowledge the receipt of a petition of the Section of the District of Montreal of the Bar of Lower Canada, signed by you as *Bâtonnier*, on the subject of the administration of justice in the Superior Court, sitting in the District of Montreal.

I am to inform you that since the presentation, on the 8th inst., of this petition by you and others to the Hon. the Minister of Justice, the subject of it has engaged the attention of His Excellency the Governor General in Council, and that the views of the Government are contained in a report of the Minister of Justice, a copy of which and of the Order in Council approving thereof are transmitted herewith for the information of the petitioners.

I have, &c.,

(Signed)

E. J. LANGEVIN,
Under Secretary of State.

W. H. KERR, Esq., Q.C.,
Bâtonnier, &c., Montreal.

(Translation.)

GOVERNMENT HOUSE,

QUEBEC, 11th November, 1876.

SIR,—I have the honor to acknowledge receipt of your despatch of the 10th instant, enclosing copies of an Order of the Hon. the Privy Council and of a report of the Hon. the Minister of Justice in relation to the administration of justice in the District of Montreal.

I have the honor to be, Sir,

Your obedient servant,

A. A. DORION,

Administrator of the Government.

The Hon. Secretary of State, Ottawa.

MONTREAL, 20th February, 1877.

SIR,—We, the undersigned Justices of the Superior Court for Lower Canada, sitting in the District of Montreal, have the honor to represent that the exigencies of the administration of justice in this District urgently require that the Judges in charge of this District should have additional aid in the performance of their duties, and that such aid would be materially supplied by the appointment of a special Judge in Insolvency for the District of Montreal.

We have the honor to be, Sir,

Your most obedient servants,

F. G. JOHNSON,

R. MACKAY,

F. W. TORRANCE,

V. P. W. DORION,

A. C. PAPINEAU.

The Hon. Minister of Justice, Ottawa.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council, on the 1st March, 1877.

The Committee have had under consideration the Report dated 27th February, 1877, from the Honorable the Minister of Justice upon the letter of Mr. Justice Johnson, Mr. Justice Mackay, Mr. Justice Torrance, Mr. Justice A. Dorion, and Mr. Justice Papineau, of the 20th February, 1877, representing that the exigencies of the administration of justice in the District of Montreal urgently require that the Judges in charge of that District should have additional aid in the performance of their duties, and further representing that such aid would be materially supplied by the appointment of a special Judge in Insolvency for the District of Montreal.

The Committee concur in the Report of the Minister of Justice, and advise that the suggestions therein submitted be approved and adopted.

Certified.

(Signed)

W. A. HIMSWORTH,

Clerk, Privy Council.

The Hon. Secretary of State.

DEPARTMENT OF JUSTICE,

OTTAWA, 27th February, 1877.

Upon the letter of Mr. Justice Johnson, Mr. Justice Mackay, Mr. Justice Torrance, Mr. Justice A. Dorion and Mr. Justice Papineau of the 20th February, 1877, representing that the exigencies of the administration of justice in the District of Montreal urgently require that the Judges in charge of that District should have additional aid in the performance of their duties, and further representing that such

aid would be materially supplied by the appointment of a special Judge in Insolvency for the District of Montreal, I beg to report that the statements which, as the newspapers report, have been on several recent occasions made by members of the Superior Court on the subject of the deficiency of judicial power in the District of Montreal, have directed my attention afresh to that subject.

On the 8th November last I reported upon the petition of the Bar of that section, which represented that the judicial affairs of the District required the unceasing labor of the six Judges appointed to administer justice therein, and which pointed out that none of those Judges should be called on to perform duties out of the city of Montreal. The petition went on to point out circumstances which it is now unnecessary to detail, but which, in the opinion of the Bar, involved the necessity of action with regard to a particular Judge. That Judge has since died and his place has been filled up.

The Legislature of Quebec at its last session passed a law, upon which I have not yet been able to report, providing amongst other things, against the exercise by the Judges resident in Montreal of their judicial functions in the District of Terrebonne, thus remedying—in case the measure should be left in its operation—the other grievances specially referred to in the petition.

It will be observed that the petition of the Bar does not represent that more than six Judges are required for the discharge of the judicial duties of the Superior Court in the District, and that by the Act and the other circumstances to which I have referred, the specific grievances of which they complain have been redressed; but I am informed by the public prints, though no official information has been conveyed to me of the fact, that one of the six Judges has unfortunately been for some time, and still is, incapacitated for the discharge of his judicial duties by severe illness.

In the report of the 8th of November upon the petition of the Bar already referred to, I suggested that the Lieutenant-Governor of Quebec should be communicated with, in order to his consideration to the propriety of inviting some amendment of the law which would enable any temporary deficiency in the judicial strength of the District to be more effectually supplied than it could by the then existing provisions.

This recommendation was adopted by Council, and during its late session the Legislature of Quebec by the bill, to which I have already referred, made some provision to this end, though not so extensive as I had ventured to hope they might have arranged.

Although no intimation has been conveyed to me of Judge Rainville's illness, and no specific reference is made in the representation of the Judges to that fact as the occasion of the difficulties of which they complain, yet I think it would be proper to transmit to the Lieutenant-Governor of Quebec, and also to the Chief Justice of the Superior Court of that Province, a copy of the letter of the learned Judges with a view to such steps being taken as may be possible to supply aid to the Judges of the District of Montreal.

Upon the suggestion of the Judges that judicial aid would be materially supplied by the appointment of a special Judge in Insolvency for the District of Montreal, I beg to report that the Executive has no power to make such appointment—such an appointment can only be made in case Parliament were to pass an Act creating a Court, authorizing the appointment and providing a salary for the Judge, and funds for the other salaries and expenses incident to the creation of the Court.

Neither the petition of the Bar to which I have referred, nor under the circumstances of Judge Rainville's illness, the representations of the Judges show that more than six Judges are required for the discharge of the judicial duties of the District. If it should be made to appear that a greater number than six are required for their performance, there remains the question touched upon in my report of 8th November, as to whether any deficiency in the District of Montreal cannot properly be supplied by a re-distribution of the judicial strength of the Province.

If I am not misinformed, the Attorney-General of Quebec stated, in his place in the House, his opinion that the whole judicial strength of the Province would, if properly distributed, be adequate to discharge the judicial duties of the Provinces. Should it, however, be found necessary to impose upon the public the charge required for an additional Judge, there remains the question whether this should be accomplished by Local Legislature, or by the establishment, for the District of Montreal alone, of a Judge in Insolvency under a Canadian Act.

It is true that the Government of Canada has power to establish additional courts for the better administration of the laws of Canada; but since Confederation the general rule has been to carry out the execution of the laws of Canada by means of the courts established by the various Provinces. This general rule has been adopted with reference to the Insolvent law, and it would seem inconvenient and impolitic to establish for one Judicial District of the whole Dominion, an exceptional court to carry out those provisions of a Canadian law which, throughout the whole of the rest of the Dominion, are worked by means of the Provincial Courts; nor am I satisfied that the Insolvent law would be best administered by a Judge charged exclusively with that duty.

Again, the present condition of public opinion upon the subject of the Insolvent Law would require very careful consideration before making any proposal to establish at the public charge an additional court to administer that law.

On the whole, therefore, I am at present unable to recommend that Parliament should be invited to pass a law authorizing the appointment and payment of a Judge in Insolvency for the District of Montreal.

(Sig

EDWARD BLAKE.

(Translation.)

DEPARTMENT OF THE SECRETARY OF STATE OF CANADA,
OTTAWA, 7th March, 1877.

SIR,—I have the honor to transmit to you herewith copy of a letter, dated 20th February last, addressed to the Honorable the Minister of Justice by the Honorable Mr. Justice Johnson and four other Judges of the Superior Court of Lower Canada, representing that it was necessary to provide further assistance for the Judges of that court in the District of Montreal, and requesting in consequence the appointment of a special Judge in Insolvency cases for that district.

The letter in question is communicated to you to the end that steps may be taken to extend every possible assistance to the Judges of the District of Montreal.

I have to add that a similar copy has also been transmitted to the Honorable the Chief Justice of the Superior Court at Quebec.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

R. W. SCOTT,

His Honor The Lieut.-Governor of the Province of Quebec.

*Secretary of State.**(Translation.)*

GOVERNMENT HOUSE,
QUEBEC, 10th March, 1877.

SIR,—I have the honor to acknowledge receipt of your despatch of the 7th instant, transmitting a copy of a letter addressed to the Honorable the Minister of Justice by the Honorable Mr. Justice Johnson and four other Judges of the Superior Court requesting the appointment of a special Judge in Insolvency cases in the District of Montreal.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

L. LETELIER,

The Hon. Secretary of State, Ottawa.

Lieutenant-Governor.

QUEBEC, 10th March, 1877.

SIR,—I yesterday received your letter of the 7th instant, transmitting a copy of a letter from the Judges of the Superior Court at Montreal to the Minister of Justice.

I shall, as soon as possible, bring those papers, as the law requires, under the consideration of my colleagues here, in order that due attention may be given to them.

I am, Sir, Your very obedient servant,

(Signed)

W. C. MEREDITH,

Chief Justice Superior Court.

E. J. LANGEVIN, Esq.,

Under Secretary of State.

PERCÉ, 10th March, 1876.

SIR,—I beg respectfully to transmit you a copy of a resolution of the County Council of Gaspé, passed at its last session.

I have the honor to be, Sir,

Your most obedient servant,

W. FLYNN,

Secretary-Treasurer County of Gaspé.

The Hon. Minister of Justice, Ottawa.

At a general quarterly Session of the County Council of Gaspé, held at Percé, on Thursday, the ninth day of March, one thousand eight hundred and seventy-six.

The following resolution was unanimously passed, and

Moved by Mr. Thomas C. Remon, seconded by Mr. John Ascat:—That it be represented to the Honorable Minister of Justice of Canada, and to the Honorable Attorney-General of Quebec, to engage them to take the necessary steps to oblige the Honorable L. B. Caron, Judge of the Superior Court, to reside at Percé, the chief town of Gaspé, as also all other judicial officers who should remain there.

That the administration of justice in the County of Gaspé suffers much from the absence of his Honor, Judge Caron, especially during the terms of the Circuit and Superior and Court of Queen's Bench, which could not have been held on account of his absence; and that not less than six persons are now detained in the Percé goal, and have been there a considerable time and will have to wait six months more before their trial, and cannot obtain bail on account of the absence of the Honorable Judge, although several of them probably will not be found guilty.

That copies of the above resolutions be addressed to the Honorable Minister of Justice of Canada, and to the Honorable Attorney-General of the Province of Quebec.

That a copy of the said resolution be sent to John Short, Esq., Member of the Commons of Canada, and for the County of Gaspé, with instructions to ask the Government to oblige the Honorable Judge Caron to reside at Percé, *chef-lieu* of the District for which he is named and to which he is held by his commission.

(Signed)

JOSEPH EDEN, *Warden*.

Attested,

(Signed)

W. FLYNN, *Secretary-Treasurer*.

GOVERNMENT HOUSE,

QUEBEC, 24th April, 1877.

(Translation.)
SIR,—With reference to your despatch (460 on 283), dated 7th March last, I have the honor to represent to His Excellency the Governor General that one of the causes of the difficulties which have arisen in relation to the administration of justice in the District of Montreal, pointed out by the Minister of Justice on the 8th November last, is the defective distribution of the staff of Judges of the Superior Court.

With a view of providing a remedy for this evil the Legislature of this Province, during its last session, passed the Act 40th Victoria, chapter 13. By that Act the Chief Justice of the Superior Court is empowered to call upon one or more of the Judges of Districts, other than those of Quebec and Montreal, temporarily to perform the duties of their office in such District. The 4th section of that Act further provides that the Judge officiating in the District of Beauharnois, should likewise officiate in the District of Terrebonne, hitherto assigned to Judges resident at Montreal.

The carrying into effect of that enactment will have the effect, if not entirely doing away with the existing evil, at least of greatly diminishing it.

I farther consider it expedient to point out that, in accordance with the law, a Judge of the Superior Court must reside in the County of Bonaventure, and another in the County of Gaspé. The removal of Judge Caron to Quebec has created a vacancy in the County of Gaspé. That vacancy should not be filled; one Judge will suffice for the administration of justice in the two counties. The Judge to be appointed in lieu of Judge Caron might be called upon to discharge the duties of his office at Montreal. The Government of Quebec are prepared to amend the law accordingly. By this proposition the number of the Judges of the Superior Court would not be increased, and the inconvenience complained of at Montreal would be done away with.

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

(Signed)

L. LETELLIER,

Lieutenant-Governor.

The Hon. Secretary of State, Ottawa.

DEPARTMENT OF JUSTICE,

OTTAWA, 3rd May, 1877.

I beg to call the attention of Council, confidentially, to the correspondence which has taken place upon the subject of the judicial staff of the District of Montreal, and generally of the distribution of judicial power throughout the Province of Quebec.

I would refer to my report, of the 8th November last, upon the petition of the Bar of the Montreal section and the correspondence thereupon, and to my report, of the 27th February last, upon the letter of Mr. Justice Johnson and others, and the correspondence thereupon.

The last letter on the subject is from the Lieutenant-Governor of Quebec, dated 24th April on a despatch of the 7th March. The Lieutenant-Governor points out that one of the causes of the difficulties in connection with the administration of justice at Montreal, pointed out by me on the 8th November, was the defective distribution of the Judges of the Superior Court. He refers to an Act which was passed during the last session of the Local Legislature providing for the temporary exercise in other districts of the judicial functions of the Judges. The operation of this Act, he believes will have the effect if not of removing, at any rate of considerably diminishing the existing evil. He adds that it is his duty to remark that by the law a Judge of the Superior Court should reside in the County of Bonaventure and one in the District of Gaspé. He points out that the transfer of Judge Caron to Quebec has created a vacancy in the District of Gaspé, and states that this vacancy ought not to be filled, that one single Judge would suffice to exercise the judicial duties of both districts, that the judge who may be appointed in the place of Judge Caron could be called on to perform his duties at Montreal, that the Government of Quebec would be ready to modify the law in conformity with this view, and that by this plan the number of Judges of the Superior Court would not be augmented, and the inconvenience, of which complaint is made at Montreal, would disappear.

I believe that this suggestion is worthy of adoption. As far as I have been able to learn, there is really hardly anything for the Judge of Bonaventure and Gaspé to do, and the Local Government of Quebec having properly taken upon itself the

responsibility of proposing that the law should be altered so that one Judge should discharge the duty both of Gaspé and Bonaventure, and that the Judgeship abolished at Gaspé should be transferred to Montreal, I think that the Government should do nothing which would interfere with so considerable a reform.

At the same time it is my duty to call the attention of Council to the probable consequences.

1st. It is probable that the salary at present assigned to the Judgeship at Bonaventure would have to be increased in consequence of the nothing that is to be done in Gaspé being added to the nothing that is to be done in Bonaventure. The salary of the Judge at Bonaventure is at present \$3,500.

The second grade of salaries prescribed by Statute is \$4,000. I presume that to increase the salary to that rate would suffice. This change would involve an increase of \$500.

2nd. If the new Judge is to reside at Montreal it would be probably necessary to put his emolument on a par with the Judges of the same class. The salary available by the law is \$3,500. The salary of the Montreal Judges is \$5,000. This change would involve an increase of \$1,500.

3rd. These arrangements could be completed only by the authority of Parliament obtained after the necessary local legislation; but it would be, of course, possible in the meantime to appoint a Judge to the vacant Judgeship of Gaspé at the salary available for that purpose, with the understanding that in case the necessary legislation was obtained he would be transferred to Montreal and with an arrangement that meantime his services should be, so far as the law permits, utilized for the Montreal work.

4th. It is my duty to call attention to the memorial of the Council of Gaspé hereto annexed complaining of the non-residence of the Judge, and insisting in effect that the administration of justice there requires the appointment of a resident Judge; and I have to add that some private letters which I have received from residents of Quebec are in a similar sense.

Before leaving Ottawa I have thought it right to place these considerations on paper with a view to their being considered by Council before any decision is taken on the subject.

(Signed) EDWARD BLAKE.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 26th October, 1877.

The Committee have had before them the memorandum dated 22nd October, 1877, from the Honorable the Minister of Justice, calling the attention of Council to the communication addressed to the Honorable the Secretary of State, by His Honor the Lieutenant Governor of Quebec, of the 24th April last, upon the subject of the judicial staff of the District of Montreal, and generally of the distribution of judicial power throughout the Province of Quebec, and they concur in the observations and recommendations therein submitted, and accordingly advise that the Lieutenant-Governor be informed, in answer to his communication of the 24th April, that this Government acquiesces in the views held by his advisers upon this subject.

Certified.

(Signed) JOSEPH O. COTÉ,
Assistant Clerk.

The Hon. Secretary of State.

DEPARTMENT OF JUSTICE,

OTTAWA, 22nd October, 1877.

I beg leave to call the attention of Council to the communication, addressed to the Secretary of State by the Lieutenant-Governor of Quebec, of the 24th April last,

upon the subject of the judicial staff of the District of Montreal, and generally of the distribution of judicial power throughout the Province of Quebec.

In this communication the Lieutenant-Governor indicates that in order to remove the difficulties existing in connection with the administration of justice in the District of Montreal, the Legislature of the Province of Quebec passed an Act, (40 Vic., ch. 13), by which the Chief Justice of the Superior Court was authorized to request, one or more Judges of districts, other than those of Quebec or Montreal, to exercise the judicial functions in other districts than their own. The fourth section of this Act provides that the jurisdiction of the Judge of the District of Beauharnois should be extended over the District of Terrebonne, and that the Judges resident in the city of Montreal should not be bound to exercise judicial functions in that district.

The Lieutenant-Governor suggests that the vacancy in the District of Gaspé should not be filled for the reason that one Judge would suffice to administer justice in the Counties of Bonaventure and Gaspé, and that the Judge to be nominated in the place of Judge Caron, could be given to the District of Montreal, thereby satisfying the complaints made in that district, without increasing the number of Judges in the Province; and expresses the willingness of the Government of Quebec to modify the law in accordance with this view.

The advantage of this suggestion is apparent, but it has necessitated a postponement of the appointment of a Judge to succeed Judge Caron, and will make the arrangements for the administration of justice in Gaspé dependent upon the adoption by the Legislature of Quebec of the proposition of the Local Government.

The appointment of the new Judge would, before the legislation spoken of, have been extremely difficult because of the uncertainty of the position, and of the salary to be attached thereto. The salary of the Judge of the District of Gaspé is fixed by Statute, but if the person to be appointed to fill the vacancy caused by the removal of Judge Caron is to be made a Judge of the District of Montreal, no action can be taken by this Government until it is known whether or not the Legislature of Quebec carries out the intention of the Local Government. It has been impossible to offer such an uncertain position to any person qualified to fill the position of Judge for the District of Montreal, and it has therefore been considered that the most prudent course was to delay the appointment until decisive action is taken by the Government and Legislature of Quebec.

As the Provincial Legislature of Quebec is about to meet, I beg to recommend that the Lieutenant-Governor be informed, in answer to his communication of the 24th April, that this Government acquiesces in the views held by his advisers upon this subject.

(Signed) R. LAFLAMME.

(Translation.)

DEPARTMENT OF THE SECRETARY OF STATE.

OTTAWA, 29th October, 1877.

SIR,—I have the honor to transmit to you herewith, for the information of your Government, copies of an order of the Hon. the Privy Council, dated the 26th instant, together with a report of the Honorable the Minister of Justice, in relation to your despatch dated the 24th April last, on the subject of judges in the District of Montreal, and generally as to the distribution of the judicial power in the Province of Quebec.

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

(Signed) R. W. SCOTT,

Secretary of State.

His Honor

The Lieut.-Governor of the Province of Quebec.

(Translation.)

GOVERNMENT HOUSE,

QUEBEC, 2nd November, 1877.

SIR,—I have the honor to acknowledge receipt of your despatch, dated 29th October last, transmitting copies of an Order in Council and of a report of the

Minister of Justice on the subject of Judges in the District of Montreal, and generally as to the distribution of the judicial power in the Province of Quebec.

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

(Signed)

L. LETELLIER,

Lieutenant-Governor.

The Hon. Secretary of State, Ottawa.

MONTREAL, 26th June 1880.

SIR,—I have the honor to inclose you herewith a copy of a letter which I have addressed to the Attorney-General of the Province of Quebec, respecting the proposed creation of two additional Judgeships in the Superior Courts of that Province.

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

(Signed)

F. W. TORRANCE.

The Hon. JAMES McDONALD, Minister of Justice.

MONTREAL, 21st June, 1880.

SIR,—The announcement in the Legislature of Quebec that it is proposed to provide for the nomination of two new Judges for the Superior Courts—one in the Queen's Bench and one in the Superior Court—appears to me to afford a fitting opportunity for a few observations on the administration of justice in the Province of Quebec.

It is a singular fact that of the Judges of the Superior Court for the Province of Quebec, there are no fewer than ten (10) on the retired list. The sister province of Ontario has three County Judges on the retired list, but none from the Superior Courts. There have been repeated complaints of the administration of justice in Quebec, and it is probable that the Judges of Quebec have not found their positions so agreeable as to desire to occupy it longer than is necessary to give them a claim to be placed on the retired list. Why, I may ask, should the Judges of the Superior Court be obliged in Quebec to give half their time to that work which in other Provinces is performed by County Judges? Why should the respected and honored Chief Justice of the Superior Court be required to give his valuable time to dispense justice between servants and laborers and petty trades people, in Courts which he never entered when he had the reputation of having the largest practice in the Province. In the other Provinces the Judges of the Superior Courts have been relieved from the duty of administering justice in the Superior Courts - Manitoba and Quebec stand alone in this respect.*

Here I should remark that it has some times been said that the expense of the administration of justice has been greater in Quebec than it should have been. I hardly think that this reproach is well founded if it be true that the Dominion, for the year ending June, 1879, paid on this head for Ontario, \$198,585.85, and for Quebec, \$152,173.39. What is wanted in Quebec is a readjustment of judicial work, so that it shall be distributed fairly and equally in all parts of this Province.

As it is, the distribution has been most unfair. For example: Montreal has had the credit of giving more occupation to the Judges than the whole of the rest of the Province taken together. The Judges there have been incessantly occupied, while there are Districts where the resident Superior Court Judge has not had occupation for a month in a year, perhaps not a week.

It is time that the Judges of our Superior Courts should all of them sit on the Bench in turn in the cities of Montreal and Quebec. It is there that the leading men in the professions of the law chiefly congregate, that libraries are to be found,

*Ontario has 51 County Judges; Nova Scotia, 7; New Brunswick, 5; Prince Edward Island, 3; British Columbia, 5.

and that the spirit of association and conference, which is so strong in these days, can have its proper developments. A numerous and highly educated Bar has an undoubtedly beneficial influence upon the Bench, which has been constructed from the Bar; and the Bar is, on the other hand, influenced by the Bench, if it is as it should be, in sympathy with it. But the County Districts are entitled to the same justice which is meted out to the people of the towns, and to this end the same Judges should periodically administer the same law to town and country. I believe the Bar and the Bench are alike agreed that the present system which banishes to the country some of our best lawyers and Judges, is radically defective; that it is a failure and must be changed.

There is a simple remedy. There need not be any sudden change. The Judges of the Superior Court might, as vacancies occur, be appointed to reside where they could most conveniently be located for the general interests of the Province.

The Province is divided into twenty Judicial Districts, of which ten are in the Quebec division and ten in the Montreal division. The Superior Court has one Chief Justice. I would propose an additional Chief Justice for the Montreal division. Ontario has four Chief Justices, counting the Chancellor as one. Quebec would be better with three than with two. As to the eighteen Country Districts as vacancies occur among the Judges, District Judges should be appointed with the same powers. Besides the sitting of the Courts held by the District Judges, there might be terms of the Superior Court to be held three times in the year, and I would give the Plaintiff the option of inscribing his case for hearing on the merits before the District Judge, or before three Judges of the Superior Court in term. If the judgment be rendered by the District Judge, then the party aggrieved to have the right of inscribing in review as at present or in his own District at his option.

I append a scheme of the practicable operation of this plan, which I am confident would, under the supervision of a Chief Justice, who should be responsible for its working, be an immense improvement upon the present system and acceptable alike to the Judges, the Bar, and suitors.

For the cities of Montreal and Quebec, I would propose District Judges in the proportion of three for Montreal and two for Quebec: these Judges should relieve the Judges of the Superior Court from the duty of sitting in Insolvency, the Circuit Court and at Enquêtes.

The jurisdiction of the Circuit Court might be raised to \$500, from \$200. Three of the Superior Judges could always be employed as required on Circuit, and the Bars of the country and city would be much better served than they can now be, by the present judicial strength. My plan has further this advantage, that it will not add to the burdens of the country when fairly in operation. If it were possible to make an immediate change the expense would be \$124,500, in place of \$126,000.

In conclusion I beg humbly to make the following observations:—

1. If the present system be continued one additional Judge, in the Superior Court, Montreal, would not give the relief required. Two would be needed.

2. If the opinions of the Judges themselves were taken, I believe that they would not suggest an addition of Superior Court Judges.

3. If the system were reformed in the direction indicated, a Superior Court Judge would always be available to assist the Judges of the Queen's Bench (criminal side), Montreal and Quebec.

4. The creation of a sixth Judge in the Queen's Bench is unnecessary.

5. It is indispensable for the prosperity of the Superior Court that the Judges should have continual opportunities for association and conference. Such opportunities would be given by forcing them to sit in turn at the centres.

6. Economy being imperatively demanded by the Dominion Legislature, the addition of two Superior Court Judges to the number resident in the Cities of Montreal and Quebec, seventeen in all, would be a significant contrast to the number required in Ontario, being thirteen in all.

7. The exigencies of the case demanded the appointment of a Commission, which should form a system suitable to the wants of the Province. A Bill might be framed

upon its suggestions, and submitted to the criticisms of Judges, Bar and public, for a year or two. Then only would the people be prepared for a change.

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

(Signed)

F. W. TORRANCE.

To the Attorney General
for the Province of Quebec.

APPENDIX A.

Present System.—Superior Court.

1 Chief Justice.....	\$ 6,000
9 Puisne Justices.....	45,000
14 do do	56,000
2 do do	7,000
	<hr/>
	\$114,000
3 additional Judges for vacant Districts, say	12,000
	<hr/>
	\$126,000

Vacant Districts are Terrebonne, Montmagny, Saguenay.

APPENDIX B.

Proposed System.—Superior Court.

2 Chief Justices, 1 Montreal, 1 Quebec.....	\$ 12,000
10 Puisne Judges.....	50,000
5 District Judges, \$3,000 each; Quebec, 2; Montreal, 3.	15,000
16 District Judges, \$2,500 each, for country Districts, to take place of present country Superior Court Judges when vacancies occur....	40,000
	<hr/>
	\$117,000

The above would supply present wants.

To complete the system 3 additional District Judges when
wanted for vacant Districts, say at \$2,500 each.....

7,500

\$124,500

Travelling allowances as in other Provinces.

APPENDIX C.

Montreal (City).

No change as to terms; with the changes proposed, the Judges could give the Bar all the relief required.

Montreal (Country).

9 Districts, 3 terms (civil) 3 days each, 3 Judges.....	243 days.
9 do 2 do (criminal) 3 days each, 1 Judge...	54 do

297 days.

I make no remark as to the Quebec Division.

RETURN

(57)

To an ADDRESS of the HOUSE OF COMMONS, dated 20th December, 1880 ;—
For copies of all Correspondence with the Imperial Government in
relation to the appointment of Major-General Luard as the Officer in
Command of the Militia of Canada.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
24th January, 1881.

RETURN

(58)

To an ORDER of the HOUSE OF COMMONS, dated 5th January, 1881 ;—For a
copy of the Engineer's Report on the Cost of increasing the Water
Power of the Williamsburgh Canal.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
26th January, 1881.

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

RETURN.

(59)

To an ADDRESS OF THE HOUSE OF COMMONS, dated 5th January, 1881;—
For copies of all Orders in Council and Departmental Regulations, for
the Grinding of Wheat in Bond in the Dominion of Canada since
March 14th, 1879.

By command,

JOHN O'CONNOR,

Department of the Secretary of State,
26th January, 1881.

Secretary of State.

Extract from *The Canada Gazette* of Saturday, the 19th day of July, 1879.

ORDER IN COUNCIL.

GOVERNMENT HOUSE, OTTAWA, Thursday, 10th day of July, 1879.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Customs, and under the authority given and conferred by the 125th section, clause 1st of the Act 40 Vict., chap. 10, intituled: "An Act to amend and consolidate the Act respecting the "Customs,"—

His Excellency the Governor General has been pleased to order, and it is hereby ordered, that the grinding and packing of wheat, maize and other grain in bond shall be done and conducted under the Regulations and restrictions following, viz:—

1. The Collector of Customs at any Port of entry, shall receive entries of foreign wheat, maize or other grain, to be ground and packed in bond for exportation or consumption, and such Collector shall deliver or cause to be delivered such wheat, maize or other grain to be forwarded on to the port of destination, where may be situated the mill or mills at which the said wheat, maize or other grain is to be ground and packed in bond as by law permitted.

2. The wheat, maize or other grain shall be so forwarded under bonds to be taken either by the Collector at the Port of entry, or by the Collector at the Port of destination, as may best suit the convenience of the importer, which bonds shall be taken for an amount that will cover the duties chargeable upon the said wheat, maize or other grain, and be conditioned for the due payment of such duties should such wheat, maize or other grain, or the quantity of flour and meal representing such wheat, maize or other grain go into consumption, or for the due exportation of such wheat, maize or other grain, or the equivalent thereof in flour and meal, and on proof of the payment of such duties or of the due exportation as aforesaid, within one year from the date of the said bond or bonds, the said bonds shall be duly cancelled; and if such bonds shall be given at the Port of destination a certificate of such payment or exportation.

tation, under the hand of the Collector of Customs at such port, shall be forwarded to the Collector at the Port of entry at which such wheat, maize or other grain shall have been imported or entered for manufacture in bond.

W. A. HIMSWORTH, C. P. C.

No. 18.

CUSTOMS.

(*Special Bond,—Grinding and Packing Wheat in Bond.*)

DOMINION OF CANADA.

Regulations.—21st April, 1880. 40 Vic., chap. 10, Sec. 59.

KNOW ALL MEN BY THESE PRESENTS THAT WE, *

are held and firmly bound unto Our Sovereign Lady the Queen, Her Successors and Assigns, in the sum of _____ current money of this Dominion, to be paid to Our said Lady the Queen, Her Successors and Assigns, for which payment well and truly to be made, We bind ourselves and each of us, jointly and severally for and in the whole, our and each of our heirs, executors and administrators, and every of them, firmly by these presents, sealed with our seals, dated at _____ this day of _____ in the _____ year of Her Majesty's reign, and in the year of Our Lord one thousand eight hundred and _____

Whereas, by an Act passed in the Session of the Parliament of Canada, holden in the fortieth year of Her Majesty's reign, intituled: "An Act to amend and consolidate the Acts respecting the Customs," it is amongst other things enacted, that the importer of any wheat, maize or other grain, may grind and pack the same in bond, provided that such grinding and packing be done and conducted under such regulations and restrictions as the Governor in Council may from time to time make for such purpose; and the said regulations may extend to the substitution of flour and meal in quantities equivalent to the produce of such wheat, maize or other grain. And whereas the Governor General in Council, on the 21st day of April, in the year 1880, made certain regulations and restrictions in respect to the matter aforesaid, which said regulations and restrictions are to the effect following, that is to say:

1st. The Collector of Customs at any Port of entry shall receive entries of foreign wheat, maize or other grain to be ground and packed in bond, for exportation or consumption, and such Collector shall deliver, or cause to be delivered, such wheat, maize or other grain to be forwarded on to the Port of destination, where may be situated the mill or mills at which the said wheat, maize or other grain is to be ground and packed in bond, as by law permitted.

2nd. The wheat, maize or other grain shall be so forwarded under bonds to be taken, either by the Collector at the Port of entry, or by the Collector at the Port of destination, as may best suit the convenience of the importer, which bonds shall be taken for an amount that will cover the duties chargeable upon the said wheat, maize or other grain, and be conditioned for the due payment of such duties, should such wheat, maize or other grain, or the quantity of flour and meal, representing such wheat, maize or other grain, go into consumption, or for the due exportation of such wheat, maize or other grain, or the product thereof in flour and meal; and on proof of the payment of such duties, or of the due exportation as aforesaid, within one year from the date of the said bond or bonds, the said bonds shall be

* Names of importer or owner of articles imported, and of two sureties; and the residences and additions of parties executing this bond.

duly cancelled; and if such bonds shall be given at the Port of destination, a certificate of such payment or exportation under the hand of the Collector of Customs of such Port, shall be forwarded to the Collector of the Port of entry at which such wheat, maize or other grain shall have been imported or entered for manufacture in bond.

And whereas, the above bounden (2) hath lately imported into the
Port of a certain quantity of (3) to be ground and packed
in bond for exportation or consumption, in the quantities following, viz:—

the duties in respect of which amounting to the sum of (4) desirous of
have not been paid, and which (5) he the said (6)
entering under the said Regulations so made and imposed by the Governor General
in Council in accordance with the said Act.

Now the condition of the above written Obligation is such, that if the above
bounden do and shall pay to the Collector of the Port of
or to such other party as may be duly authorized to receive the same, the full amount
of all duties payable before such wheat, maize or other grain, or the quantity of
flour or meal representing such wheat, maize or other grain in the quantity, and of
the description following, that is to say:—
do and shall duly
should the same go into consumption, or if the said export such wheat, maize or other grain, or the product thereof in flour and meal;
and further do and shall duly prove payment of such duties or exportation as aforesaid
within one year from the date thereof, and do and shall well and truly conform to
and abide by all Regulations in respect thereto imposed by competent authority, then
the above written obligation shall be void, otherwise it shall remain of full force and
effect.

Signed, sealed and delivered in the presence of

[L.S.]
[L.S.]
[L.S.]

ORDER IN COUNCIL.

REGULATIONS respecting the grinding and packing of wheat, maize and other grain,
in bond.

1. The Collector of Customs at any Port of entry shall receive entries of wheat, maize or other grain to be ground and packed in bond for exportation or consumption, and such Collector shall deliver or cause to be delivered such wheat, maize, or other grain to be forwarded on to the Port of destination where may be situated the mill or mills at which the said wheat, maize or other grain is to be ground and packed in bond, as by law permitted.
2. The wheat, maize or other grain shall be so forwarded under bonds to be taken either by the Collector at the Port of entry or by the Collector at the Port of destination, as may best suit the convenience of the importer, which bonds shall be taken for an amount that will cover the duties chargeable upon the said wheat, maize or other grain, and be conditioned for the payment of such duties, should such wheat, maize or other grain, go into consumption, or for the due exportation of such wheat, maize or other grain, or the product thereof in flour or meal; and on proof of the payment

(2) Names of importer or owner.
(3) Articles imported.
(4) Amount of duty payable on article imported.
(5) Article imported.
(6) Name of importer.

of such duties or of the due exportation as aforesaid, within one year from the date of the said bond or bonds, the said bonds shall be duly cancelled; and, if such bonds shall be given at the Port of destination, a certificate of such payment or exportation, under the hand of the Collector of Customs at such port, shall be forwarded to the Collector at the Port of entry at which such wheat, maize or other grain shall have been imported or entered for manufacture in bond.

PRIVY COUNCIL OFFICE, OTTAWA, 22nd April, 1880.

I hereby certify that the foregoing regulations, made under the authority of the 125th section, 1st sub-section, of the Act 40th Vic., chap. 10, intituled "An Act to amend and consolidate the Act respecting the Customs," have been approved by His Excellency the Governor General in Council on the 21st day of April, 1880, and substituted for the regulations approved by Order in Council of the 10th July, 1879.

J. O. COTÉ, C. P. C.

RETURN

(59a)

To an ORDER of the HOUSE OF COMMONS, dated 5th January, 1881;—For the Names of all Parties who have Imported Wheat for the purpose of grinding in Bond, showing the quantity Imported by each party, with the dates and Ports of Entry; also, Statement of the quantity of Flour Exported by each Party, and the Dates, from the 21st April to 1st of December, 1880; also, the Dates of all Bonds given and the Dates they or any of them were Cancelled, and in what manner such Bonds were Cancelled, whether by Export of Wheat or Flour or by Payment of Duty.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
8th February, 1881.

Return showing the names of all parties who have imported Wheat for the purpose of grinding in Bond, also the quantity Imported by each party, with the dates and Ports of Entry, also the quantity of Flour Exported by each party and the dates, from the 21st April to 1st December, 1880; also the dates of all bonds given and the dates they or any of them were cancelled, and in what manner such bonds were cancelled, whether by Export of Wheat or Flour or by payment of duty.

PORT OF BELLEVILLE.

Number of Entry.	Date when Imported.	Name of Importer.	Quantity of Wheat Imported for Bond.	Quantity of such Wheat Exported by each party.		Date of Bonds given.	Date when Cancelled.	State how Cancelled, whether by Export or payment of duty.	Remarks.
				In Wheat.	In Flour.				
1,392	1880. April 23...	H. Corby, jun.....	Bush. 418	Bush.	Brls.	1880. April 22...	Sept. 17...	Paid duty	W.M. WEBSTER, Collector.

PORT OF CHATHAM, ONT.

1,912	May 3...	A. Campbell & Co....	1,000	May 3...	Year not yet expired. do do J. G. PENNEFAHER, Collector.
1,961	do 8...	do	1,000	.....	.....	do 8...	.....	.....
		Total	2,000	.....	.....		

PORT OF COLLINGWOOD.

153	July 21 ..	Geo. W. Strang.	4,990	July 20...	Not cancelled.....	Geo. WATSON, Collector.
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PORT OF GALT, ONT.

1,021	May 10...	Cherry Brothers (Cam- bridge Mills).....	1,190	July 9...	July 14...	Certificate of Export old Sus. Bridge, N.Y., for G. Britain from American Customs.
1,079	do 21...	do	2,245	259	489	do 9...	do 14...	
1,691	do 26...	do	486	106	.....	do 9...	do 14...	

Return showing the names of all parties who have Imported Wheat for the purpose of grinding in Bond, &c.—Continued.

PORT OF GUELPH—Concluded.

Number of Entry.	Date when Imported.	Name of Importer.	Qty of Wheat Imported for the purpose of grinding in Bond.	Quantity of such Wheat Exported by each party.		Date of Bonds when given.	Date when Cancelled.	State how Cancelled, whether by Export or payment of duty.	Remarks.
				In Wheat.	In Flour.				
Berlin.	1880.		Bush.	Bush.	Brls.	1880.	1880.		
869	3,594	May 29...	861	233	233	May 29...	June 12...	Exported	Great Britain.
870	3,595	do 31...	1,194	261	261	do 14&15	do 15...	do	do
883	3,665	June 7...	1,220	266	266	do 15...	do 15...	do	do
902	3,664	do 10...	437	96	96	do 15...	do 15...	do	do
976	3,751	do 12...	450	122	122	do 15...	do 15...	do	do
945	50	do 22...	880	192	192	do 30...	July 17...	do	do
953	58	do 26...	1,200	283	283	do 30...	do 17...	do	do
971	135	do 30...	1,997	435	435	do 12&15	do 24...	do	do
18	181	July 5...	1,925	421	421	do 15...	do 24...	do	do
50	241	do 15...	1,142	219	219	do 22...	do 29...	do	do
63	338	do 20...	1,230	268	268	do 22...	Aug. 29...	do	do
117	450	Aug. 5...	635	139	139	Aug. 14...	do 14...	do	do
128	503	do 8...	1,716	378	378	do 14&19	do 19...	do	do
133	508	do 10...	765	167	167	do 19...	do 19...	do	do
148	545	do 16...	1,544	337	337	do 19&31	do 31...	do	do
158	595	do 19...	341	74	74	do 19&31	do 31...	do	do
189	680	do 25...	867	189	189	do 31...	do 6...	do	do
268	931	Sept. 13...	2,250	500	500	Sept. 6...	do 20...	do	do
251	901	do 10...	900	89	89	Oct. 6&14	do 22...	do	Warehoused.
267	560	do 13...	949	102	102	do 22...	do 29...	do	do
33	224	July 12...	397	89	89	July 12...	July 22...	do	Great Britain.
68	313	do 22...	466	102	102	do 22...	do 29...	do	Removal ex-warehouse, Montreal.
50	419	do 28...	387	85	85	do 29...	do 29...	do	do

68	429 July	30...	Bramm Bros.	819	Aug. 5 & 14	178	July 30...	Aug. 14...	Exported	Great Britain
119	451	4	do	419	do 14	89	Aug. 5...	do 15...	do	do
611	2,079	11	do	500	Dec. 9...	125	Dec. 4...	do 15...	do	do
217	794	Sept. 1	J. Z. Detweiler.	435	Sept. 6...	95	Sept. 1...	do 6...	do	do
218	795	do 1	do	901	do 6 & 10	186	do 4...	do 10...	do	do
221	798	do 4	do	940	do 10 & 18	182	do 6...	do 13...	do	do
225	875	do 6	do	855	do 13 & 18	146	do 7...	do 13...	do	do
230	880	do 7	do	915	Sept. 18...	200	do 7...	do 18...	do	do
242	892	do 9	do	816	do 18...	185	do 9...	do 18...	do	do
278	961	do 15	do	943	do 18 & 23	206	do 15...	do 23...	do	do
										Removal ex. warehouse, Montreal.
282	965	do 17	do	2,068	do 23 & 25	451	do 17...	Oct. 5...	do	do
292	1,077	do 20	do	387	Oct. 5...	84	do 20...	do 5...	do	do
301	1,086	do 21	do	814	do 5...	178	do 21...	do 5...	do	do
307	1,092	do 22	do	2,250	do 5 & 11	491	do 22...	do 11...	do	do
308	1,093	do 22	do	1,224	do 11 & 19	267	do 22...	do 19...	do	do
315	1,100	do 24	do	806	do 19...	175	do 24...	do 19...	do	do
313	1,206	do 29	do	882	do 19...	192	do 29...	do 19...	do	do
471	1,601	Oct. 28	do	1,283	Nov. 30	280	Oct. 28...	Nov. 30...	do	do
479	1,609	do 30	do	2,523	do 30	550	do 30...	do 30...	do	do
515	1,790	Nov. 9	do	400	do 30	87	Nov. 9...	do 30...	do	do
531	1,806	do 11	do	855	do 30	187	do 11...	Dec. 18...	do	do
563	1,897	do 18	do	400	Dec. 15	88	do 19...	do 18...	do	do
584	1,967	do 26	do	1,214	do 15	265	do 26...	do 18...	do	do
614	2,082	Dec. 4	do	1,000	do 15	218	Dec. 4...	do 18...	do	do
617	2,085	do 4	do	828	do 15	180	do 4...	do 18...	do	do
635	2,167	do 10	do	803	do 15	176	do 10...	Jan. 14, '81	do	do
638	2,176	do 11	do	400	Jan. 6, '81	87	do 11...	do 14, '81	do	do
645	2,262	do 13	do	450	do 6, '81	98	do 13...	do 14, '81	do	do
648	2,263	do 13	do	1,366	do 6, '81	298	do 13...	do 14, '81	do	do
660	2,277	do 15	do	2,250	do 10, '81	430	do 15...	do do	do	do
672	2,289	do 18	do	900	do 18		do 18...	do do	do	do
682	2,356	do 21	do	860	do 18		do 21...	do do	do	do
707	2,452	do 28	do	3,134	do 18		do 28...	do do	do	do
269	952	Sept. 13	E. W. B. Snider	940	do 18		Sept. 13...	do do	do	do
381	1,312	Oct. 6	Wm. Snider & Co.	852	Nov. 1	186	Oct. 6...	Nov. 1...	do	do
634	2,168	Dec. 10	Cherry Bros.	900	Dec 20	250	Dec. 10...	Dec. 20...	do	do
			Total	65,512		12,703				THOMAS A. HEFFERNAN, Collector.

Bal. to Export 286 bus. Warehouse.
Duty paid, see Entry 415. Great Britain.
THOMAS A. HEFFERNAN, Collector.

RETURN showing the Names of all parties who have Imported Wheat for the purpose of grinding in Bond, &c.—Continued.

PORT OF GODERICH.

Number of Entry.	Date when Imported.	Name of Importer.	Qty of Wheat Imported for the purpose of grinding in Bond.	Quantity of such Wheat Exported by each party.		Date of Bonds when Given.	Date Cancelled, whether by Export or payment of duty.	Remarks.
				In Wheat.	In Flour.			
	1880.		Bush.	Bush.	Sacks of 200lbs. each	1880.		
51	Aug. '3.	Ogilvies & Hutchison.	87,510	.....	6,750	Aug. 11	Not cancelled	
160	Oct. 25	do	18,000	.....	.....	.....	do	
169	Nov. 17	do	13,880	.....	.....	Dec. 1	do	
170	do 17	do	15,335	.....	.....	do 1	do	
171	do 26	do	14,986	.....	.....	do 1	do	
		Total	149,811	.....	6,750			D. DORT, Collector.

PORT OF HAMILTON.

Number of Entry.	Date when Imported.	Name of Importer.	Qty of Wheat Imported for the purpose of grinding in Bond.	Quantity of such Wheat Exported by each party.		Date of Bonds when Given.	Date Cancelled, whether by Export or payment of duty.	Remarks.
				In Wheat.	In Flour.			
			Bush.	Bush.	Sacks of 200lbs. each			
2,752	May 8	Plews & Snider	1,598	.....	349	May 8	Exported	
13,047	do 17	do	1,211	.....	151	do 17	do	
13,279	do 21	do	1,702	.....	113	do 21	do	
		Total	4,511	.....	372			W. H. KIRKSON, Collector.

PORT OF LONDON.

Number of Entry.	Date when Imported.	Name of Importer.	Qty of Wheat Imported for the purpose of grinding in Bond.	Quantity of such Wheat Exported by each party.		Date of Bonds when Given.	Date Cancelled, whether by Export or payment of duty.	Remarks.
				In Wheat.	In Flour.			
			Bush.	Bush.	Sacks of 200lbs. each			
6,235	April 27	J. D. Sannley, London	4,174	.....	714	April 27	June 7	
6,414	May 5	do	2,243	.....	500	May 5	do 7	
6,609	do 11	do	4,258	.....	500	do 14	do 7	
6,738	do 20	do	2,210	.....	500	do 20	July 6	
6,843	do 25	do	2,487	.....	500	do 25	do 6	

RETURN showing the names of all parties who have Imported Wheat for the purpose of grinding in Bond, &c., &c.—Continued.

PORT OF PARIS (10 per cent. of Canadian wheat mixed with the American.)

Number of Entry.	Date when Imported.	Name of Importer.	Quantity of Wheat Imported for the purpose of grinding in Bond.	Quantity of such Wheat Exported by each party.		Date of Bonds given.	Date when Cancelled.	State how Cancelled, whether by Export or payment of duty.	Remarks.
				Date.	In Wheat.					In Flour.
19	1880. July 14...	Whitlaw, Baird & Co...	Bush. 1,600	1880. July 16...	Bush. 500	1880. July 14...	Exported to Glasgow	2,022 bush. in 500 brls.	
22	do 15...	do	422	.....	.....	.....	do	do
23	do 16...	do	365	.....	.....	.....	do	do
27	do 21...	do	2,012	.....	.....	.....	do	do
30	do 23...	do	1,350	.....	.....	.....	do	do
34	do 24...	do	863	.....	.....	.....	do	do
35	do 24...	do	1,282	.....	.....	.....	do	do
39	do 27...	do	3,712	.....	.....	.....	do	do
41	do 29...	do	4,850	.....	.....	.....	do	do
51	Aug. 6...	do	.....	.....	.....	.....	do	do
60	do 6...	do	.....	.....	.....	.....	do	do
61	do 7...	do	.....	.....	.....	.....	do	do
62	do 10...	do	.....	.....	.....	.....	do	do
63	do 13...	do	.....	.....	.....	.....	do	do
64	do 14...	do	.....	.....	.....	.....	do	do
73	do 19...	do	.....	.....	.....	.....	do	do
78	do 23...	do	.....	.....	.....	.....	do	do
		Total.....	16,456	.....	4,500	.....	.....	16,456 bush. THOMAS HALL, Collector.

PORT OF PETERBORO.

61	Aug. 2...	Geo. C. Rogers.....	413	.....	.....	.....	.....	Not cancelled.
132	Sept. 1...	do	477½	.....	.....	.....	.....	do
		Total.....	890½	.....	.....	.....	.....	J. STRATTON, Collector.

PORT OF ST. CATHARINES.

	May 13... 2,021 do 21... 2,261	June 2... 15,190 Aug. 12... 17,300	June 13... 3,294 do 21... 3,774	June 2... 15,190 Aug. 12... 17,300	June 13... 3,294 do 21... 3,774	Exported... do do
James Norris.....	15,190	17,300	3,294	15,190	17,300	Exported.....
do do	17,300	16,167	3,774	17,300	16,167	do
Sylvester Neelon.....	239	16,167	Aug. 2... ..	239	16,167	do
do do	240	15,090	do 6... ..	240	15,090	do
James Norris.....	281	19,800	do 6... ..	281	19,800	do
do do	281	19,000	do 6... ..	281	19,000	do
do do	282	19,868	do 6... ..	282	19,868	do
do do	283	19,876	do 6... ..	283	19,876	do
Sylvester Neelon.....	706	18,000	Sept. 22... ..	706	18,000	do
do do	941	296	Oct. 14... ..	941	296	do
do do	1,225	10,010	Nov. 10... ..	1,225	10,010	do
Total.....	170,407			170,407		

H. H. COLLIER,
Collector.

PORT OF SARNIA.

	April 29... 2,754	July 12... 101	April 29... 2,333	July 12... 800	April 29... 2,333	July 12... 800	
James King	2,754	101	2,333	800	2,333	800	None of any of those lots entered either for duty or export.
do do	102	12... ..	do do	12... ..	do do	12... ..	
do do	396	Aug. 10... ..	do do	Aug. 10... ..	do do	Aug. 10... ..	GEO. N. MATHEWSON, Collector.
do do	1,300	Oct. 26... ..	do do	Oct. 26... ..	do do	Oct. 26... ..	
do do	1,733	Dec. 11... ..	do do	Dec. 11... ..	do do	Dec. 11... ..	
Total.....	20,710						

PORT OF STRATFORD.

	July 30... 196	Aug. 14... 206	Aug. 16... 229	Oct. 16... 470	Aug. 16... 242	do 17... 247	Sept. 9... 307	do 18... 469	Oct. 15... 510																
Geo. Malcolm.....	1,179	1,679	463	2,050	933	2,078	4,500	4,495	3,813	21,190	129	120	120	514	375	125	875	250	500	500	500	500	500	5,249	
J. M. & A. Chinic.....	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
Frank E. Gibbs	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do
Total.....	21,190																								

All the importers have exported more flour than could have been made from the quantity of wheat imported.

Not cancelled at 1st Dec. do do ...

JOHN HAMILTON,
Collector.

RETURN showing the names of all parties who have Imported Wheat for the purpose of grinding in Bond, &c., &c.—Continued.

PORT OF TORONTO.

Number of Entry.	Date when Imported.	Name of Importer.	Qty of Wheat Imported for the purpose of grinding in Bond.	Quantity of such Wheat Exported by each party.		Date of Bonds when Given.	Date when Cancelled.	State how Cancelled, whether by Export or payment of duty.	Remarks.
				Date.	In Wheat. In Flour.				
	1879.		Bush.	Bush.	Brls.	1879.	1880.		
4,448	Aug. 21...	W. J. Spink.....	3,000	July 21...	580	Aug. 21...	July 21...	*580 brls. flour exported. 529 bush. wheat paid duty.	
17,558	1880. Dec. 3...	Spink & Howland.....	1,015					Uncancelled.	JNO. DOUGLAS, Surveyor, Acting Collector.
		Total.....	4,015		580				

* The Cancelling certificate produced and filed at this port, show a larger quantity of flour exported than the 2,471 bushels of wheat ground in bond would produce ; the excess is alleged to have been exported from other mills.

PORT OF WOODSTOCK, ONT.

17	July 10...	Forrest & Hall.....	410	Oct. 10...	300	July 10...	Oct. 10...	3,328 bushels yet uncancelled.	W. H. VANINGEN, Collector.
64	do 30...	do	466	Nov. 1...	300	do 30...	do 10...		
228	Sept. 8...	do	4,835	do 29...	125	Sept. 8...	do 10...		
466	Nov. 29...	do	910			Nov. 29...	do 29...		
		Total.....	6,651		725				

PORT OF MONTREAL.

573	Aug. 18...	J. McDougall.....	6,012	Sept. 24...	104	Sept. 24...	Oct. 24...	Per Valette, Lake Champlain, Lake Nepigon, Vanarsand.
				do 28...	459	do 28...	do	
				Oct. 7...	613	Oct. 7...	do	
				do 21...	236	do 21...	do	

RETURN showing the Names of all parties who have Imported Wheat for the purpose of grinding in Bond, &c.—Continued.

PORT OF MONTREAL—Continued.

Number of Entry.	Date when Imported.	Name of Importer.	Qty. of Wheat Imported for the purpose of grinding in Bond.	Quantity of such Wheat Exported by each party.		Date of Bonds given.	Date when Cancelled.	State how Cancelled, whether by Export or payment of duty.	Remarks.
				In Wheat.	In Flour.				
	1880.		Bush.	Bush.	Bris.	1880.			
						Sept. 7...	Oct. 2...	Exported.	Per Lake Winnipeg.
						Sept. 8...	See note...	do	do
						do 9...	do	do	Colina.
						do 9...	do	do	Belsize.
						do 11...	do	do	Montreal.
468	Aug. 7...	Ira Gould & Son	17,052			1,021	do	do	Lake Manitoba.
						415	do	do	Marie Evelize.
						195	do	do	Savard.
						506	do	do	New Dominion.
						356	do	do	Toronto.
694	do 26...	do	4,000			204	do	do	Dominion.
						do 30...	See note...	do	do
723	do 30...	do	1,861			313	do	do	do
						do 3...	do	do	do
741	do 31...	do	686			83	do	do	do
						do 3...	do	do	do
						67	do	do	do
						86	do	do	do
848	Sept. 9...	do	2,810			100	do	do	do
						do 30...	Oct. 28...	do	do
884	do 11...	do	728			427	do	do	do
						do 5...	Nov. 11...	do	do
885	do 11...	do	5,600			159	do	do	do
						do 5...	do	do	do
886	do 11...	do	1,100			1,091	do	do	do
						240	do	do	do
						do 5...	do	do	do
						83	do	do	do
887	do 11...	do	2,689			102	do	do	do
						397	do	do	do
						113	do	do	do
						255	do	do	do
936	do 16...	do	1,792			23	do	do	do
						Nov. 8...	do	do	do
						do 5...	do	do	do
986	do 20...	do	2,688			510	do	do	do
						76	do	do	do
1,046	do 23...	do	3,300			3,300	do	do	do
1,041	do 23...	do	1,109			1,109	do	do	do

	1,048 1,049	Sept. 23... do 23...	1,082 do 27...	Sept. 28... do 29...	21,860 11,000	Sept. 29... do 29... Oct. 21... Nov. 8...	21,860 1 5,550	Sept. 28... do 29... Oct. 21... Nov. 8...	26,950	Sept. 28... do 29... Oct. 21... Nov. 8...	See note...	Exported	Per Sundry steamers.
do	do	do	do	do	1,445	8...	1,445	do	do	do	do	do	Canadian.
do	do	do	do	do	510	8...	510	do	do	do	do	do	Quebec.
do	do	do	do	do	196	8...	196	do	do	do	do	do	Nestorian.
do	do	do	do	do	573	8...	573	do	do	do	do	do	do
do	do	do	do	do	231	8...	231	do	do	do	do	do	Strathairley.
do	do	do	do	do	229	8...	229	do	do	do	do	do	do
do	do	do	do	do	250	10...	250	do	do	do	do	do	Effective.
do	do	do	do	do	21	10...	21	do	do	do	do	do	do
do	do	do	do	do	568	10...	568	do	do	do	do	do	Strathairley.
do	do	do	do	do	53	10...	53	do	do	do	do	do	Nestorian.
do	do	do	do	do	462	26...	462	do	do	do	do	do	Grecian.
do	do	do	do	do	121	20...	121	do	do	do	do	do	Nestorian.
do	do	do	do	do	374	20...	374	do	do	do	do	do	Manitoban.
do	do	do	do	do	899	20...	899	do	do	do	do	do	Ottawa.
do	do	do	do	do	137	20...	137	do	do	do	do	do	Manitoban.
do	do	do	do	do	809	22...	809	do	do	do	do	do	Toronto.
do	do	do	do	do	72	26...	72	do	do	do	do	do	Lake Nepigon.
do	do	do	do	do	278	26...	278	do	do	do	do	do	Toronto.
do	do	do	do	do	617	26...	617	do	do	do	do	do	Lake Nepigon.
do	do	do	do	do	37,259	26...	37,259	do	do	do	do	do	Dominion.
do	do	do	do	do	162,327	26...	162,327	do	do	do	do	do	Ottawa.
Total	do	do	do	do	162,327	do	162,327	do	do	do	do	do	do
	do	do	do	do	26,950		26,950	do	do	do	do	do	do
	do	do	do	do	37,259		37,259	do	do	do	do	do	Bush.
	do	do	do	do	1,550		1,550	do	do	do	do	do	Remaining in Bond
	do	do	do	do	1,550		1,550	do	do	do	do	do	1,550

RECAPITULATION.

	3,143	May 28...	3,532	June 15...	3,601	do 21...	3,860	June 9...	3,860	June 9...	July 27...	Exported	Per Cybelle, Strathairley, Erl King, do Strathairley, Montreal, Collins, do Mississippi.
Exported Wheat.....								714	714	498	1,543	1,543	37,259 Bush.
do Flour, 26,950 Barrels, equal								1,021	1,021	153	767	123,518	do
Balance remaining in Bond.....								232	232	232	232	1,550	do
								10,437	10,437	24...	27...	162,327	do
													do
Warehoused													do
Exported													do
do Flour, 26,950 Barrels, equal													do
Balance remaining in Bond.....													do
Total													do
do Flour, 26,950 Barrels, equal													do
Balance remaining in Bond.....													do
Total													do

See / do	18, 2004		1890		Exported	Ships' stores	Marle, Warlencch Dominion.
	do	do	do	do			
863	Sept. 9...	Sept. 12... do 27...	150	Sept. 12... do 27...	do	do	Ocean King.
876	do 10...	do 20...	100	do 20...	do	do	do
972	do 17...	do 21...	578	do 21...	do	do	Severn.
1,012	do 21...	do 22...	281	do 22...	do	do	Hexham.
1,013	do 21...	do 23...	59	do 23...	do	do	Brooklyn.
1,267	Oct. 7...	do 25...	256	do 25...	do	do	do
1,308	do 11...	do 28...	1,020	do 28...	do	do	Waldensian.
1,368	do 14...	do 30...	325	do 30...	do	do	Ontario.
		do 11...	696	do 11...	do	do	Hexham.
		do 11...	510	do 11...	do	do	Dominion.
		do 11...	869	do 11...	do	do	Hexham.
		do 11...	211	do 11...	do	do	do
		do 11...	837	do 11...	do	do	Ocean King.
		do 21...	961	do 21...	do	do	Lake Winnipeg. Bush
		do 20...	740	do 20...	do	do	Per Ottawa.
		do 12...	510	do 12...	do	do	Nestorian.
		Oct. 30...	162	Oct. 30...	do	do	Scotland.
		do 30...	1,021	do 30...	do	do	Toronto.
		Nov. 10...	1,765	Nov. 10...	do	do	do
		do 15...	1,020	do 15...	do	do	Dominion.
		do 15...	607	do 15...	do	do	Dominion.
		do 15...	414	do 15...	do	do	Thames and Do-
		do 22...	694	do 22...	do	do	mibion.
		do 22...	326	do 22...	do	do	Remaining in Bond
		do 29...	922	do 29...	do	do	Per Thames.
		do 30...	127	do 30...	do	do	Remaining in Bond
		do 29...	98	do 29...	do	do	49,390
							73,094
			27,453				
			32,069				
			247,531				
			247,531				
			49,390				
			450				
			13,500				
			5,080				
			16,338				
			1,578				
			1,837				
			1,981				
			1,994				
			2,017				
			Total..				

RECAPITULATION.

Exported Wheat.....	27,453 bush.
do Flour, 32,069 bris., equal.....	146,984 "
Balance remaining in bond.....	73,094 "
Total.....	247,531 "

RETURN showing the names of all parties who have Imported Wheat for the purpose of grinding in Bond, &c., &c.—Continued.

PORT OF MONTREAL.—*Concluded.*

Number of Entry	Date when Imported.	Name of Importer	Qty. of Wheat Imported for the purpose of grinding in Bond	Quantity of such Wheat Exported by each party.		Date of Bonds given.	Date when Cancelled.	State how Cancelled, whether by Export or payment of duty.	Remarks.
				In Wheat.	In Flour.				
	1880.		Bush.	Bush.	Brls.	1880.	1880.		
392	Aug. 4...	Magor Bro & Co.	78,46	Aug. 5... do 6... do 11... do 13... Sept. 8...	50 500 500 479 139	Aug. 5... do 6... do 11... do 13... Sept. 8...	See note... do Oct. 1... Sept. 22... do	Exported... do do do do	Per Valetta. Eugenia. Mildred. St. Luce. Howick.
		Total... ..	76,646 equal to.....	.....	1,668				JNO. LEWIS, Acting Collector.
		Grand Total,.....	470,505	74,580	67,754				

NOTE.—Bonds cancelled on proof of exportation of Wheat or produce thereon. *Viz* regulations under Order in Council, 22nd April, 1880.

Return showing the names of all parties who have Imported Wheat for the purpose of grinding in Bond, &c.—Continued.

PORT OF QUEBEC.

Number of Entry.	Date when Imported.	Name of Importers.	Qty. of Wheat Imported for the purpose of grinding in Bond.	Quantity of such Wheat Exported by each party.		Date of Bonds given.	Date when Cancelled.	State how Cancelled whether by Export or payment of duty.	Remarks.
				Date.	In Wheat.					In Flour.
	1880.		Bush.	Bush.	Brls.	1880.			
*1,603	Aug. 14...	J. B. Renaud & Co....	18,172	.....	300	Aug. 14...	.....	.....
					780				
					50				
*3,428	Oct. 1...	do	3,985	.....	.....	Oct. 1...	.....	.....
*4,241	do 25...	do	4,000	.....	.....	do 25...	.....	.....
4,342	do 25...	do	929	.....	.....	do 25...	.....	.....
*4,391	do 26...	do	8,010	.....	.....	do 26...	.....	.....
*4,393	do 26...	do	4,006	.....	.....	do 26...	.....	.....
*5,179	Nov. 16...	do	4,900	.....	.....	Nov. 16...	.....	.....
		Total.....	43,102		1,130				J. W. DUNSCOMB, Collector.

*Bond from Montreal per Removal Entry.

RECAPITULATION.

	In Bond.	In Wheat.	In Flour.
Province of Ontario	Bush.	Bush.	Brls.
do	571,994	74,580	64,581
Quebec.	513,607	74,580	68,584
Total	1,085,601	74,580	133,465

RETURN

(60)

To an ADDRESS of the HOUSE OF COMMONS, dated 16th December, 1880;—
For copies of the Correspondence and other Papers on which was based the Commission issued in the case of Mr. E. V. Bodwell, then Superintendent of the Welland Canal; of the Commission and all Instructions therewith; of all Correspondence and Papers touching the appointment of Counsel on the Commission; of the Report and Evidence; of all Correspondence thereon; of all Orders in Council on, or other disposition by the Government of the matter, with a Statement, in detail, of all the expenses connected therewith, including the amount paid to Mr. Bodwell or his Counsel. Also, for all Papers in connection with Mr. Bodwell's transfer to British Columbia, and a Statement of the Salary and Allowances attached to each appointment, and any Allowance made for travelling or other incidental expenses.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
1st February, 1881.

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

RETURN TO ORDER

CORRESPONDENCE AND TELEGRAMS

RELATING TO THE

HALIFAX WINTER PORT

Printed by Order of Parliament.



OTTAWA :
PRINTED BY MACLEAN, ROGER & Co., WELLINGTON STREET,
1881.

RETURN

(61)

To an ORDER of the HOUSE of COMMONS, dated 20th December, 1880;—
 For copies of all Correspondence, whether by Letter or Telegram,
 between the Department of Railways and Canals, or its Officers, and
 the Owners of Steamships, or their Agents and others, relating to Rates
 of Freight for Grain to England *via* Halifax, or touching in any way
 the question of the Transportation of Grain and other commodities over
 the Intercolonial Railway, and by Steamship or other vessel from the
 Port of Halifax to Great Britain.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
 28th January, 1881.

NOVA SCOTIA & NEW BRUNSWICK RAILWAY,
 GENERAL SUPERINTENDENT'S OFFICE,
 HALIFAX, N.S., 28th August 1869.

SIR,—I have the honor to hand you herewith a report submitted by Mr. Alex.
 MacNab, the Engineer, upon the terminal accommodations required at Halifax.
 With estimate and plans furnished in accordance with your letter No. 491, dated 15th
 February last and addressed to Mr. A. Longley.

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

L. CARVELL.

F. BRAUN, Esq.,
 Secretary, Public Works, Ottawa.

NOVA SCOTIA RAILWAY, ENGINEER'S OFFICE,
 HALIFAX, 24th July, 1869.

SIR,—I have the honor to state that, on the 25th of February last, a letter was
 addressed to me by Avarad Longley, Esq., then Commissioner of the Government
 Railways of this Province, enclosing a copy of a minute of the Board of Commis-
 sioners of the Intercolonial Railway, and also a copy of a letter received by him
 from the Secretary of the Department of Public Works, "calling attention to the
 insufficiency of the station accommodation at the present terminus at Richmond,
 and to the want of proper workshops, &c, necessary not only for the present traffic
 of the road, but for the increased demand for station accommodation, &c., which the
 Intercolonial Railway, when completed, will necessitate."

Instructions were also conveyed in the letter above referred to from the
 Secretary, directing me to make the necessary plans and measurements, and to
 report on the cost of the works and the probable cost of the land that may be required.

A reference to plan No. 1, accompanying this report, will show that the City of Halifax is situate on a peninsula, and fronts to the eastward, upon the spacious harbor which possesses so many important requirements for shipping, and for which it has acquired so renowned a name.

The harbour may be said to have its entrance about six and a half miles to the southward of the city, where the width is not less than four and a half miles. It then extends in a north-westerly direction for nine and one-third miles, gradually decreasing in width until the "Narrows" are reached, where the distance between the shores is less than half-a-mile. At this latter point the harbor widens abruptly into a magnificent sheet of water called "Bedford Basin," at the head of which is Bedford railway station.

The width of this basin averages two miles, and its length from the "Narrows," measured in an air line, is four miles, but following the outline of the western shore, along which the railway runs, the distance is increased to seven miles.

The present railway terminus fronts upon the harbor a short distance south of the "Narrows," and is situate two miles from the Province Building, or Local House of Assembly, and the new Provincial Building, in which the principal offices of the Dominion Government at Halifax will eventually be located.

These buildings are in the immediate neighborhood of the various banks, and may therefore be assumed as the business centre of the city.

The great inconvenience which was constantly being felt by reason of the distance of the terminal station from Halifax induced the Government of the day (1860) to authorize a survey, with a view to ascertain the feasibility of an extension of the railway into the city, and the probable cost of the work. This survey was conducted by Alexander Light, Esq., who reported in February, 1861, and recommended for adoption the route known as the red line on the plan submitted by him.

It was proposed that this line should consist of a single track, and, to use his own words, would be a continuation of the present track from its terminus at Richmond, passing along the margin of Bedford Basin, a distance of about one-fourth of a mile; thence by a detour to right and left, using radii of not less than 1,250 feet; thence by one-fourth of a mile straight line passing westerly of the powder magazine to the intersection with Water street, thence along said street with line grade and superstructure adapted thereto (with the exception of a slight divergence at the ordnance corner hereafter noticed) to the market-house on the southerly side of George street.

The market-house here spoken of is a somewhat commodious building of brick, and fronts upon George street, Lower Water street and Bedford Row, it is immediately opposite the new Provincial building; and it was proposed by Mr. Light that it should be purchased and converted into a passenger depot.

The maximum cost of this extension was estimated at \$100,000, but no account was taken of the large outlay which would necessarily be required to carry the line through 3,500 lineal feet of property belonging to the War and Naval Departments and to private citizens.

To give some idea of the probable cost of this portion of the work, it may be stated that the Halifax City Corporation have recently had an appraisement made of certain property required for the proposed extension of Lockman street, the valuation for about 1,600 lineal feet of land, a portion of the total length required, which includes a few buildings, principally of wooden erection and of great age, amounting to \$54,000.

Setting aside the question of cost, my mind is not altogether free from doubt as to whether the Imperial authorities, deeming it detrimental to their interests to permit the passage of the railway through their grounds, could not legally withhold their consent.

No action having been taken by the Government upon the report, a company was incorporated under a charter granted them by the Provincial Parliament, on the 29th of April, 1863, with a capital of \$250,000, divided into shares of \$100 each, for the construction of a Street Railway, worked by horse power; with the right to carry passengers and freight from Richmond depôt to Freshwater—the two extremes of the city—and through such other streets as the City Council would thereafter approve.

Acting under the powers conferred upon them, the company have built a total length of about nine miles of track, including a double line of rails from the present terminus at Richmond to Freshwater, a distance of nearly three miles, and occupying for a length of one and a quarter miles the same street (Water street) as that recommended by Mr. Light for the proposed extension of the Provincial Railway, viz.: from the hospital gate to the market house.

In the month of June, 1866, the tramroad was opened for public traffic, and with the exception of a few weeks, during the winter, when sleighs are placed on the route by the company, the cars have made their daily trips, the arrangement being that given points are passed, or are intended to be passed every fifteen minutes in each direction.

The gauge of the road is four feet eight and a half inches, and the rail, which rests upon a longitudinal stringer, supported at distances of about three feet by cross-ties, weighs twenty-four pounds per lineal yard.

Within the present month the company have re-arranged their time-table and tariff rates, with a view to afford increased accommodation to the public.

The cars leave the company's office, Richmond, at 8.10 a.m., and Freshwater at 8.40 a.m., and continue running each way at intervals of seven and a half minutes until 8.30 and 9 p.m. respectively, and at intervals of ten minutes from the latter hours to 10.30 p.m. from Richmond, and 11 p.m. from Freshwater. The cars also connect at the terminus on the arrival and departure of the various trains of the Provincial Railway.

Fare for adults, when paid in coin, seven and a half cents; for children, four cents; by ticket on the main line, six and a quarter cents, or sixteen for one dollar; and on the Spring Garden plan, five cents, or twenty tickets for one dollar.

As no definite plan is recommended for adoption by the Government in the minute submitted by the aforesaid Commissioners, I have thought it desirable to give the foregoing information with respect to the construction and operation of the street railway, in order that the Department may be in possession of such data as will enable it to judge for itself to what extent this enterprise would interfere with an extension of the Provincial Railway into the city, or how far it could be utilized in connection with the present arrangements of the road. There certainly can be no legal difficulty in the way of an extension, as the chartered rights of the company protect them only so far as a rival horse railway is concerned; at the same time, it is questionable whether, if such were built, the company would not be in a position to found a claim for an equitable remuneration, by purchase of the road or otherwise, for the serious injury which would inevitably result to its traffic.

It has already been stated that the capital of the company, when incorporated in 1863, was \$250,000, but it must also be made known that the actual cost of constructing and equipping the road could not have amounted to one-fourth of the above sum.

It must be admitted that many difficult questions present themselves for solution in the attempt to decide upon the site best suited for the terminus of the Intercolonial Railway, as well as upon the buildings and various kinds of station accommodation which will be required to work the traffic on an extensive scale.

The subject has engaged my serious attention since it was first entrusted to me for action thereon, and I have come to the conclusion that the plan which would eventually prove most conducive to the interests of the Department and to the accommodation of the general public, consists in the extension of the main line along the margin of the harbor for 1,900 feet to the site known as Kage's property, (bound on the north, south and west by Hanover, Young and Victoria streets, respectively, and on the east by the harbor) and in the re-arrangement and improvement of the present terminus of Richmond,

It is necessary that not only should the present requirements of the public be regarded in the question under consideration, but also the future and ever increasing demands of so important a place as the seaboard terminus of the Intercolonial Railway must necessarily become within a reasonable period, and the following are some of the reasons in support of the conclusion at which I have arrived.

1. That the city is rapidly extending in a northerly direction, and in the vicinity of Richmond.

2. That a large expenditure has been incurred in the erection of buildings and in excavating ground for railway purposes at the above station.

3. That as facilities must be afforded for the rapid receipt and delivery of freight on both steam and sailing vessels, and as, on the completion of the Intercolonial Railway, a large extent of siding accommodation and proper storage room will be required to conduct the business in a satisfactory and efficient manner, the site occupied by the present terminus, with the proposed improvements, is the natural and most desirable one for conducting such business on an extensive scale.

4. That the expense attending the extension of the railway into the city for the accommodation of passengers would be very great, and would not materially reduce the outlay necessary at Richmond in the re-arrangement and improvement of the yard.

5. That the extension of Lockman street at present under progress, will reduce the time now required to reach the station, owing to the narrowness and frequently crowded state of Water street.

6. That the expense of reaching the proposed station would be no greater to the majority of passengers than it would be in the event of an extension into the city, the single fare by street cars being seven and a half cents, and by cab twenty-five cents, which would probably not be reduced.

The completion of the surveys and of the accompanying plans and estimates have necessarily occupied a good deal of time; but their preparation was necessary to afford the information sought for in the letter of the Secretary of Public Works, and to define the exact nature and extent of the various works required to protect the system herein recommended for adoption.

The following are the plans above referred to:—

No. 1. General plan showing, the city and suburbs of Halifax, the town of Dartmouth and the terminus of the Provincial Railway; also, the proposed extension of the same, in red.

No. 2. Plan of buildings and sidings in present use at Richmond.

No. 3. Plan showing proposed extension of the main line, the re-arrangement and improvement of the present terminus and the proposed acquisition of certain property.

No. 4. Plan, elevation and section of proposed terminal passenger station, of wood.

No. 5. Plan, elevation and section of proposed car shop, of wood.

No. 6. Plan, elevation and section of proposed freight sheds, of wood.

No. 7. Plan, elevation and section of proposed coal sheds, of wood.

No. 8. Plan, elevation and section of proposed brick store house.

No. 9. Plan, elevation and section of proposed extension of brick machine shop.

The locomotive superintendent informs me that the open space between the engine house and brick machine shop should be enclosed by a brick building to afford the accommodation necessary for the manufacture of boilers, etc., and he also states that machinery of the value of about \$6,000 is required for the proposed car shop, and \$4,000 for the proposed extension of the brick machine shop.

In addition to these works a wharf 750 feet long and fifty feet wide should be built of cribwork upon which a trestle superstructure would be erected to provide for the shipment of coal brought over the railway from the mines near New Glasgow; also an extension of 175 feet to the present wharf, the construction of a line of cribwork opposite the west side of the same, and lastly, a wharf resting on piles and situate opposite the proposed terminal passenger station.

The construction of these wharves with the one already built would afford a frontage for shipping accommodation equivalent to 4,700 feet.

By the adoption of the plan here suggested a most desirable site would be secured for the passenger station, which would be brought almost half a mile nearer the city and between which points a steam ferry boat of suitable design could eventually be

established, if found necessary, for the transportation of passengers as well as certain freight, as sidings for the latter could readily be laid to connect with the wharf.

The present arrangement of the tracks at Richmond is of the most objectionable nature, the whole length of the yard being upon a reverse curve of small radii.

The sidings are few in number, and do not meet the requirements of the present traffic, it would therefore be impossible to carry on any extent of business at this station, where freight must principally converge (even were it ever decided to extend the main line into the city) without the erection of new buildings, as well as an entire re-arrangement of the sidings already laid, and a large provision for increased accommodation.

It will be seen by reference to plan No. 3, that the whole of the property lying between the Campbell road and the railway workshops is proposed to be acquired, the value of which, at the present time, including the buildings, may be placed at \$20,000.

Should it be decided to locate the terminus of the Intercolonial Railway at Richmond, I am of the opinion that this and the other properties colored green, should be secured at the earliest period possible, otherwise their value will become greatly enhanced in consequence of the projected improvements.

The valuation put upon the site for the passenger house is \$32,000; for a sum less than this, I do not believe the property can be purchased, as it fronts on three streets, and has also a frontage on the harbour of 800 feet, in the latter of which is comprised its principal value.

The area occupied by the present terminus is about twenty-one acres, and that proposed to be acquired seven acres; adding to these the area of embankment, which could be formed as shewn on the plan, a total of thirty-two and a half acres would be secured for the proposed terminus.

Estimate.

Excavation embraced in the removal of earth and rock from the triangular piece of ground in rear of engine house, also from the strip of land abutting upon the east side of Campbell Road, and the grading of side for passenger station.....	\$80,000
Siding accommodation, including rails, chains, ties, spike and ballast for ten miles of track, the iron in present sidings (2½ miles) being available for new works.....	60,000
Buildings comprising terminal passenger station, car shop, freight and coal sheds, brick store house, extension of brick machine shop, and machinery for same, boiler shop and wharves.....	142,000
Estimated value at present of land colored green on plan No. 3.....	60,000
	<hr/>
	\$342,000
Contingencies 10 per cent.....	34,200
	<hr/>
Total	\$376,200

As the plan laid down provides for the systematic arrangement of the station accommodation on a scale of some magnitude, it is suggested that the expenditure of the above amount should be extended over a series of years, and that the laying of sidings and execution of the various works should be proceeded with as circumstances might render necessary.

I am, Sir, your obedient servant,

ALEX. MACNAB.

LEWIS CARVELL, Esq.,
General Superintendent, Nova Scotia Railway.

NOVA SCOTIA RAILWAY, ENGINEER'S OFFICE,
HALIFAX, 27th July, 1871.

SIR,—In compliance with your letter of instructions of the 1st February last (No. 1,309, Sub. 964 and 959, Ref. 1,204), I have the honor to submit the following report upon the surveys recently made for the proposed extension of the Provincial Railway to the Halifax Common, and also from Windsor Junction to a deep water depot on the Dartmouth side of Halifax Harbor, alternative routes for the Atlantic terminus of the Intercolonial Railway:

Plans Nos. 1, 2 and 3 represent the profile and location of the line to the Halifax Common, and 4 and 5 the profile and surveyed route to Dartmouth. No. 6 is a plan of freight shed suitable for either terminus.

The line first above referred to diverges from the Nova Scotia Railway at a point about fourteen hundred feet north of the "Three Mile House" on Bedford Basin, and one and three quarter miles north of the present terminus at Richmond.

The junction is made at the southern extremity of a level tangent on the existing railway of eight hundred feet in length, and after skirting the side hills bordering the shore with curves ranging from 1,433 to 1,273 feet radii, the line crosses the Post Road between Halifax, Truro, &c, and enters a valley extending to the head of the North-West Arm.

The average elevation of the Halifax Common is 140 feet above the sea and 137 feet above the rails at the proposed junction, but it becomes necessary to overcome a height of 169 feet between these two points even with the most favorable and economical route which can be obtained. Leaving the Provincial Railway with a grade of $55\frac{1}{2}$ feet per mile, the line would pass through a heavy cutting, and running through the property of James Stanford and within 175 feet of his dwelling, it would cross two ponds, or reservoirs, formed for the supply of the tannery owned by him.

The water in these ponds does not exceed three feet in depth, and judging from the soundings which have been taken, it is believed that the embankment required at this point would rest upon a firm foundation at an average depth of about nine feet below the surface of the water. To avoid the high range of hills on the east of the line and to obtain a grade with an inclination as low as 1 in 94, or $56\frac{1}{2}$ feet per mile, a curve of 1,910 feet radius, and 1,877 feet long, is introduced, and a tangent of 178 feet in length joins it with another curve of the same radius, 1,425 feet long, but inclining in an opposite direction.

With additional tangents representing a length of 1,996 feet and curves of a minimum radius of 1,364 feet or $4^{\circ} 12'$ deflection, and of an aggregate length of 3,139 feet, a point adjacent to the industrial school, and 150 feet north of the Liverpool road, is reached.

A perfectly straight line is then obtained parallel with the above road for three quarters of a mile, and after crossing the south-west corner of the Halifax common with a curve of 1,433 feet radius, and a length of 1,247 feet, it enters on a tangent and terminates in the triangular enclosure bounded by Summer, Bell and Park streets in the immediate vicinity of Fort George and of the Horticultural Gardens.

The line has been located 150 feet from Liverpool road in order that the second tier of lots might form the right of way, thus leaving the front row available for building purposes and avoiding expensive severance of property, held, as is the case over the whole peninsula of Halifax, at a high valuation.

An area of about twenty acres for station purposes has been laid off on Plan No. 2, on which will also be seen the position of the proposed passenger and freight houses and the number of sidings, the aggregate length of which, as laid down, amounting to 11,400 feet, leaving ample space for increased accommodation when required.

As it would be necessary to close the five streets which cross the ground selected for the terminus, it is proposed to form two new thoroughfares to provide the requisite accommodation for the public.

The following tables represent the linear arrangement and gradients of this extension:—

No.	Character of Alignment.	Radius of curve in feet.	Length in miles.
9	Tangents .....	.....	1.816.
6	Curves of 3° deflection, per 190 feet	1,910	1.011
4	do 4° do do	1,433	0.500
1	do 4° 12' do do	1,364	0.206.
1	do 4° 30' do do	1,274	0.037.
Total miles			3.570.

Aggregate curvature of extension is 320 degrees.

Average curvature per mile is 90 degrees.

Denomination of Grades.	Length in miles.			Total Miles.
	Level.	Ascending towards Halifax.	Descending towards Halifax.	
Level	0.388	.....	.....	0.388
37-02 feet per mile .....	.....	.....	0.492	0.492
44 do do .....	.....	0.284	.....	0.284
55-44 do do .....	.....	0.378	.....	0.378
58-24 do do .....	.....	1.308	.....	1.308
59-75 do do .....	.....	0.720	.....	0.720
Total miles	0.388	2.690	0.492	3.570

Aggregate ascents from N. S. Railway to Halifax Common equal to 150 feet.

do descents do do do do do 18½ feet.

From the foregoing statements, it will be seen that the length of the extension is 3.57 miles, the maximum grade, 59.75 feet per mile, and the maximum radius of curvature 1,274 feet.

From surface indications, it is probable that two-thirds of the excavation would be through rock. A few culverts and small bridges of masonry would be required, but the expense attending their construction would be inconsiderable.

The following Estimate includes the various works required for the construction of this extension:

Estimate.

1st. Earth and rock excavation and masonry, fencing and formation of two new thoroughfares.....	\$102,100
2nd. Superstructure, comprising iron rails and fastenings, carriage and distribution of same, switches and crossings, tracklaying, ties and ballast and siding accommodation	46,040
3rd. Passenger and freight houses of wood.....	15,000
	<u>\$163,140</u>

To which should be added probable cost of improvement for freight purposes at Richmond, including rock excavation, buildings, &c.....

	150,000
--	---------

\$313,140

Contingencies, ten per cent

	31,314
--	--------

\$344,454

The sum of \$150,000 has been added to the estimate cost of the above extension (\$163,140) for the re-arrangement and improvement of the present terminus at Richmond, to afford the requisite accommodation for the rapidly increasing freight business which demands an outlet at the sea board, as the sidings at present laid are entirely inadequate in respect of number, length and position for the limited traffic which even now centres at that point.

On the 24th July, 1869, a report, accompanied by certain plans, called for under a letter (No. 491, Sub. 959, Ref. 795) addressed to Avaré Longley, Esq., then Railway Commissioner of this Province, by the Secretary of the Public Works Department, was submitted by me relative to the proposed terminus of the Intercolonial Railway.

That report suggested the propriety of improving the present terminus of the Nova Scotia Railway at Richmond for freight purposes, and of extending the main line along the shore to the North boundary of the Imperial Government property, nearly half a mile nearer the City (it being assumed that an extension to the Dock-yard would be impracticable from the opposition it would receive from the Naval and Military authorities), and the total cost of the various works connected therewith, including lands required, was estimated at \$373,200.

Extension from Dartmouth to Windsor Junction.

Accessibility, depth of water and adequate wharf and siding accommodation are among the important requisites to be provided for in the selection of a site for the Atlantic terminus of the Intercolonial Railway.

With these objects in view the survey on the Dartmouth side of Halifax Harbor was commenced at the locality shewn on Plan No. 4, and from an examination of different points it is believed that no other site possesses advantages better calculated to afford the necessary facilities for conducting with economy and despatch, that portion of the railway traffic of the Dominion which must centre at the Atlantic seaboard.

The line commences at the northern boundary of the Insane Asylum property, and running in a perfectly straight direction for 3,092 feet, at a distance from the shore ranging from 25 to 300 feet, it inclines to east, and following a natural depression in the rear of the town, it reaches the First Dartmouth lake at an elevation of sixty-five feet above the sea and a distance of $1\frac{5}{10}$ miles.

This point gained the general course of the line is necessarily confined to the shores of the chain of lakes which extend from Halifax Harbor in the direction of the Basin of Minas, on the Bay of Fundy, they affording the most favorable and direct route for the desired connection with the Nova Scotia Railway at Windsor Junction.

By the terms of the Charter of the Shubenacadie Canal Company a right of way through these lakes was granted for canal purposes in the year 1826, and shortly afterwards the various works required to connect them were commenced.

Interruption, however, occurred at intervals, and, after expending large sums of money in excavation, masonry, &c., the work was ultimately abandoned as a useless undertaking.

Lake Charles, 92 feet above the sea, forms the summit of the chain and connects with the Second Dartmouth lake on the south, by means of two locks and a cutting about 3,000 feet long, and with Lake William on the north by an inclined plane 800 feet long, which overcomes a height of 31 feet.

As the outline of these lakes is irregular in places, with steep banks and inlets of considerable depth, a careful exploration of both shores was made, which resulted in the selection of the west side of the First and Second Dartmouth lakes and Lake Charles, their united length making a distance of $6\frac{1}{2}$ miles from the proposed terminus.

The line then crosses to the east side of Lake William at a favorable point near Porto Bello, and about 2,000 feet south of the inclined plane above mentioned, and

following the general course of the main road between Dartmouth, Truro, &c., along the shore, it reaches the village of Waverley, a further distance of $3\frac{1}{2}$ miles.

Passing through this village, as shewn on the plan, the line crosses at the south end of Lake Thomas and skirts the western shore for 1,500 feet, it then leaves the chain of lakes, and, inclining to the north, ascends towards Windsor Junction through two separate grades of 52·80 feet per mile, and a level of 1,500 feet between them, and forms a connection with the Provincial Railway at the west end of the above station at an elevation of 130 feet above the sea, and a total distance of $12\frac{9}{10}$ miles from the Dartmouth terminus.

The following tables exhibit the alignment and gradients of this extension :—

No.	Character of Alignment.	Radius of Curve, in feet.	Length, in miles.
39	Tangents		6·368
1	Curve of 30' deflection per 100 feet	11,459	0·043
1	do 1° 39' do do	3,476	0 066
6	do 2° do do do	2,865	0 880
1	do 2° 30' do do	2,292	0·360
13	do 3° do do do	1,910	1·362
5	do 3° 30' do do	1,637	0·805
2	do 3° 59' do do	1,4 9	0·225
12	do 4° do do	1,435	2·011
Total miles			12·090

Aggregate curvature of extension is 980 degrees.

Average curvature per mile is 81 degrees.

Denomination of Grade.	Length in Miles.			Total miles.
	Level.	Ascending towards Halifax Harbor.	Descending towards Halifax Harbor.	
Level	5·560			5·560
4-20 feet per mile		0 964		0·946
7-22 do do			0·378	0 378
17-40 do do			0 284	0 284
18-40 do do			0 378	0 378
23-70 do do		0 378		0 378
30-90 do do		0 549		0 549
30 do do			0 437	0 437
32-20 do do		0 567	1 667	2 234
63-30 do do			0 946	0 946
Total miles	5 560	2 440	4 090	12 090

Aggregate amount of ascents from Windsor Junction to Dartmouth is 60 feet.
 Do do descents do do 180 do

From an examination of these tables it will be seen that both grades and alignment are highly favorable for the traffic to the seaboard, in the event of Dartmouth being selected as the Atlantic terminus, and in addition thereto, an extensive frontage on Halifax harbor would be secured as well as an area of sufficient dimensions to provide station and siding accommodation of an almost unlimited extent.

Should this extension be adopted it would be necessary to establish a powerful and efficient steam ferry in connection with some central point on the Halifax side of the harbor, as the increasing trade and important interests at stake in the principal Atlantic seaport of the Dominion, naturally demands full protection.

The property belonging to the Imperial Government, colored red on plan No. 4, and better known as the Queen's Wharf, is favorably situated for this purpose, and, with a reasonable expenditure on necessary buildings, would afford extensive business facilities. It is thought, moreover, that with proper representations the site in question could be secured at a price within its actual value—as the Control Department is anxious to concentrate the several military offices now spread throughout the city.

It is believed that the rock to be removed would not exceed one-sixth of the total excavation, and the cuttings which have been made in various places between Porto Bello and Waverley for the main road, shew the material to be of the most favorable character.

If the right of the parties now interested in the Shubenacadie Canal property were purchased it would dispense with the erection of three swing bridges, as ordinary culverts would then only be required.

The following is the estimated cost of this extension, excluding the lands required for right of way.

1st. Earth and rock excavation, bridge and culvert masonry, and bridge superstructure, drainage works and fencing, etc.....	\$199,700
2nd. Permanent way, comprising iron rails and fastenings, carriage and distribution of same, track laying, switches and crossings, ties and ballast, and sidings three miles in aggregate length...	116,100
3rd. Terminal accommodation, embracing passenger and freight houses, engine and store houses, embankment in Halifax harbor, cribwork, piling and dredging where required, steam ferry and works connected therewith.....	362,500
	\$678,300
Contingencies, ten per cent.....	67,830
	\$746,130
Total.....	\$746,130

The completion of the Intercolonial Railway, on the short link between Bangor and St. John, will place Halifax in direct communication with the western portion of the Dominion, and with the railway system of the United States; the question to be solved, therefore, may be said to be a national importance, and should be far removed from any local or individual influence, as the business interests of those who live at a remote distance from the seaboard, and of the residents of the eastern end of the railways of the Dominion, are equally at stake in the subject under consideration.

Windsor Junction being common to both lines, I have prepared the following statement for the purpose of showing at a glance the leading characteristics of the two routes, and to obtain a fair analysis of the results that portion of the Province Railway between the Three Mile House and Richmond has been excluded:—

Statement.	Route from		Difference.
	Windsor Junction to Halifax Common.	Windsor Junction to Dartmouth.	
Length of road in miles.....	14.85	12.09	2.76
Maximum grade in feet, per mile.....	64.80	63.30	1.50
Length of maximum grade in miles.....	1.76	0.94	0.82
Length of grade over 50 feet per mile against traffic to the Atlantic, miles.....	2.40	0.56	1.84
Length of level grade in miles.....	3.01	5.56	2.55
Total ascents in feet.....	183.00	60.00	120.00
Total descents in feet.....	175.00	180.00	5.00
Elevation of principal summit above tide, excluding Windsor Junction, in feet.....	160.00	58.00	102.00
Minimum radius of curvature in feet.....	792.00	1,433.00	641.00
Aggregate curvature in degrees.....	104.00	98.00	114.00
Height of terminus above Halifax, in feet.....	140.00	10.00	130.00

From the above statement it will be observed that in every instance the engineering features of the Dartmouth extension have the preference, and its working expenses would therefore be less, but these advantages would be secured at an increased cost over the route to the Halifax Common, as $12\frac{0.9}{100}$ miles of railway would have to be built for the former, at an estimated cost of \$746,130. Whereas $3\frac{5.7}{100}$ miles only are required for the latter, and an outlay, including the improvements at Richmond, of \$344,454.

If the question of expense is allowed to regulate the selection, the route to Halifax Common would necessarily have the preference; if, on the other hand, the magnitude of the varied interests involved is sufficient to warrant a reasonable increased expenditure to secure the advantages already enumerated, the terminus should be located on the Dartmouth side of Halifax harbor as shown on plan No. 4.

I must, however, in conclusion, express my conviction that should it be possible to obtain a right of way from Richmond through Imperial Government property to the south end of the dock yard, a distance of $1\frac{1}{8}$ miles (or even an area of moderate size at the north end), no more commodious or desirable site can be had for a passenger station, and when taken in connection with the rearrangement and improvement at Richmond, as laid down on plan No. 3 which accompanied my report of 24th July, 1869, a terminus would be secured at the least possible cost, which would possess unsurpassed facilities for conducting a freight and passenger business on a most extensive scale.

This plan would combine all the advantages possessed by the other routes.

1st. The passenger station would be central and easily accessible by street car or cab.

2nd. Both passenger and freight terminus would front immediately upon the harbor.

3rd. It would overcome the objectionable feature in the route to Halifax Common, viz., the continuous ascent for upwards of three miles to a terminus elevated 140 feet above the sea.

4th. Its length and cost would be less than either of the routes reported upon.

This extension shown on plan No. 1 by a red dotted line would necessitate the removal of a few buildings on Government property, and the erection of a stone wall about 1,600 feet in length on the east side of the railway, similar to the one at present

built along Water Street, by which means the privacy of the dock yard would be secured to the fullest extent.

The views above expressed have been arrived at after a careful investigation of the subject; should it, however, be decided to adopt the route to Halifax Common, or that to Dartmouth, the surveys which have been made are sufficiently complete to admit of the works being commenced as soon as may be desired.

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

ALEX. MACNAB.

F. BRAUN, Esq.;
Secretary, Public Works, Ottawa.

HALIFAX, 20th January, 1879.

DEAR SIR,—Attached please find a statement which may be of use to you in conversations you may have with Sir Hugh Allan relative to the "Winter Port" scheme. They are the result of my calculations based upon data furnished us by him at the meeting stated. All those items in the calculations marked by * can be vouched for as being his statements, by Messrs. Doull, Bremner, &c., who were present at the meeting.

If a suggestion is allowed from one who has taken a deep interest in this matter, it would be, that as the subsidy to the Allan Line will (I understand) expire this year, would it not be well before it is renewed, for some able agent of the Government to consult, either in person or by correspondence, with all the other Ocean Lines of steamers, and endeavor to arrange that the Company which gets the subsidy shall make a discrimination of freight and passenger rates between Halifax and Liverpool, equal to one-sixth less rate than the ruling rates from United States ports.

I think there are Companies equally as good as Allan's (for instance the "Anchor" and "White Star" Line and others) that would agree to the above willingly to obtain the subsidy.

Yours truly,
GEO. P. BLACK.

HON. DR. CHARLES TUPPER, C. B.
Minister of Public Works, Ottawa.

Winter Port.

The Allan Line of steamers having ceased running to Portland and Philadelphia during the winter, and being debarred from Boston and New York, therefore, so far as those steamers are concerned, Halifax has only to contend against Baltimore.

The following estimates are based upon statements made to several merchants by Sir Hugh Allan, at an interview held with him in Halifax, November 23rd, 1878.

He admits that, so far as distance from Liverpool is concerned, Halifax has advantage over Baltimore of $3\frac{1}{2}$ days each way, which would be, per round trip, 7 days.

He says the expense of running his steamers is £100 sterling per day, making the cost to Baltimore over the Halifax route, £700, or \$3,500.00 per round trip.

He says the rate of freight on through bills lading from Chicago to Liverpool is $62\frac{1}{2}$ cents per 100 lbs. equal to 12s. 6d. per quarter on grain, and 75 cents per 100 lbs. on other cargo, of which the steamers get one half, or $31\frac{1}{2}$ cents per 100 lbs. on grain, equal to 6s. 3d. per quarter, and $37\frac{1}{2}$ cents per 100 lbs. on other cargo.

His steamers take 4,000 quarters grain, which is 40 per cent. or $\frac{2}{5}$ of the whole cargo, the balance 60 per cent., or $\frac{3}{5}$ being of provisions, &c., $\frac{2}{5}$ (of cargo) or 4,000 quarters grain at 480 lbs. per quarter weighs 1,920,000 lbs., $\frac{3}{5}$ (of cargo) of provisions, &c., weighs approximately 2,880,000. Total cargo 4,800,000 pounds which at 6s. 3d. per quarter, or $31\frac{1}{2}$ cents per 100 lbs. on grain (1,920,000 lbs.) is \$6,000.00; and on

provisions, &c., 37½ cents per 100 lbs. (2,880,000) is \$10,800.00, \$16,800.00 gross earnings "outward" cargo. Return cargo, say about ⅔ of above (presumably) \$11,200.00. Passenger list per round trip, say \$6,000.00, \$34,000.00, total gross earnings.

The voyage from Liverpool to Halifax, say 10 days, and return trip 10 days, equals 20 days; time in both ports, say 10 days, equals 30 days; Liverpool to Baltimore, say 13½ days, and return trip 13½ days, equals 27 days; time in both ports, say 10 days equals 37 days; making number of round trips, Halifax route, per annum, 12½, Baltimore route 9¾; showing gain to Halifax annually, over Baltimore route, of 2¾ round trips. And making gross annual earnings Halifax route, \$34,000.00 x 12½ equals \$425,000.00; Baltimore route, \$34,000.00 x 9¾ equals \$321,111 00, showing annual gain to Halifax over Baltimore route of \$92,555.00; to which must be added the difference in expense in actual running time, thus, Baltimore route 9¾ trips, 27 days each, equals 255 days, at \$.00.00 per day equals \$127,500.00; Halifax route 12½ trips 20 days each equals 243½ days, at \$500.00 per day, \$121,666.00—\$5,8 4 00, total \$98,389.00.

Now if Messrs. Allan would make the rate from Halifax to Liverpool 1s. 3d. less on grain than they get from Baltimore, and a proportionate reduction on other outward freight rates, it would be equal to a reduction of 20 per cent, or ⅕ of their annual "outward" freight list from Halifax, thus: equals \$16,800.00 x 12½ equals \$204,400.00 at ⅓, \$40,880.00; leaving a nett gross gain per annum on the Halifax route of \$57,509.00.

The distance from Liverpool to Baltimore is 3,260 miles, and to Halifax 2,480 miles, showing a difference in favor of the Halifax ocean route, 780 miles, or thirty-one and a half per cent.

The above calculations are on the proviso that only one steamer is running, the gain to the company would, of course, be in proportion to the number of vessels running; they are also based on the steamer running direct to either port. If the steamer going to Baltimore stops at Halifax, it would make fewer round trips per annum, as she would not return to Halifax until fourteen days after she had left it for Baltimore.

As we have before stated, we would be quite willing to send a steamer to Halifax to load back for Glasgow, Liverpool, Avonmouth (Bristol), or London, provided remunerative rates were obtainable, but would not make the experiment unless these were assured.

The rate you indicate for grain 5s. per quarter, might do provided there were a fair quantity of other cargo, say butter, cheese, bacon, flour, etc., at higher rates, and also some cattle about £6 per head.

The rates you indicate for butter, cheese, &c., say 15s. or 17s. 6d., are quite out of the question, seeing we get less and often more than 35s. and 40s from New York. There would certainly be some advantage in loading from Halifax as compared with New York, but they are not nearly so considerable as Halifax people seem to imagine.

It seems to us that the Grand Trunk Railway Company instead of manifesting the enterprise set them by the American Companies, wish to develop the Halifax Port at the expense of the shipowners.

If you see any prospect of doing business, you can of course cable us, and we will lose no time in replying. We would practically require to send the vessel out in ballast, and the result of the voyage would therefore be entirely dependent on the homeward freight.

We may here indicate the cargo capacity of some of our vessels that might be available:—

1,500 tons weight, 2,000 tons measurement, 100 cattle.	
2,000 " " " " " "	200 "
2,000 " " " " " "	200 "
2,200 " " " " " "	200 "

The weight we have stated can be carried exclusive of necessary coal, and the number of cattle indicated is what the vessels can safely take between the main and

upper decks ; in event of such a number being obtainable the measurement capacity for cargo would of course be decreased. We could probably place at Halifax to load in March, and would require a full cargo at not less than 30s. overhead, and about 100 cattle at £6. If this cannot be got let us know the best that can be done.

Grain Port.

Distance of Liverpool from	Being further than from Halifax	Difference in time of length of voyage each way at Port of Halifax.
Halifax direct is 2,480 miles,		
Montreal " 2,800 "	320 miles.	1½ day.
Portland " 2,810 "	330 "	1½ "
Boston " 2,889 "	409 "	1½ "
New York " 3,000 "	520 "	2 days.
Philadelp'ia " 3,150 "	670 "	2½ "
Baltimore " 3,260 "	780 "	3½ "

Cost of running expenses of steamers, per Sir Hugh Allan's admission is £100 sterling per day, but this is doubtless greatly under estimated, other practical persons estimating it to be at least 50 per cent. greater ; but even at that low estimate of Sir Hugh's it can be demonstrated that at equal rates of freight his steamers would each make annually over \$100,000 more by stopping at Halifax than by going to Baltimore, and that by his making a reduction of 1s. 3d. sterling on grain and other freight in proportion his steamers would still make \$30,000 more by making Halifax his western terminus.

When the time for receiving the subsidy has arrived, let tenders be advertised for with the proviso that the Company which would receive it will bind itself to carry grain and other goods at the proportionate difference above stated in favor of Halifax, basing said difference on whatever may be the ruling steamer rate from New York at the time

With this difference in our favor we could then convince the shippers of Chicago and other places in the West, that by shipping on through Bills of Lading *via* Halifax they would get their grain to Liverpool at 1½d. sterling per quarter less than by any other route,—as is shown by calculation below,—they would readily accept our route to the fullest capacity, that the Grand Trunk and Intercolonial Railways and the facilities at Halifax could afford to give them, thus benefitting the railways and Halifax in particular and the whole Dominion in general.

Reduction as above 1s. 3d. sterling per quarter 30 cents
 Less Intercolonial rate..... 26½ "

Net difference in favor of Halifax..... 3½ " equal to 1½d stg'

From a work now "in press" by Mr. Thos. Hunter, on "Port Charges of the World," the following aggregate expenses of a six hundred ton vessel is ascertained at the ports named :—

Winter.

	Baltimore.	Boston.	Philadelphia.	New York.
Discharging	792	589	959	852
Loading.....	1,417	1,071	1,307	1,385
	<u>\$2,209</u>	<u>\$1,660</u>	<u>\$2,266</u>	<u>\$2,237</u>

Summer.

	Baltimore.	Boston.	Philadelphia.	New York.
Discharging	742	576	735	728
Loading	1,367	1,071	1,108	1,321
	<u>\$2,109</u>	<u>\$1,647</u>	<u>\$1,843</u>	<u>\$2,049</u>

A similar sized vessel at Halifax would have to pay as follows :—

Pilotage, tonnage, customs and other fees <i>in and out</i>	49 00
Discharging inward cargo.....	160 00
Loading, say 4,000 qs. grain at 1 cent per bushel.....	320 00
One-fifth of cargo has to be bagged, say 2,133 bags, rent of same at 4 cents each.....	85 32
Labor in living (the living stuff will sell in Liverpool for at least its cost).....	40 00
Total.....	<u>\$654 32</u>

Showing a large difference in favor of Halifax.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 13th December, 1879.

SIR,—I submit herewith Mr. P. S. Archibald's report on the survey of a line of railway to connect the Intercolonial railway with the town of Dartmouth, accompanied by a plan and profile.

Two lines were surveyed; the red line branching from the Intercolonial Railway a short distance north of Bedford, and following the shore of Bedford Basin, being a total length of $6\frac{1}{10}$ miles. The line leaves the Intercolonial Railway on a sharp curve and heavy grade of about 55 feet to the mile, otherwise the alignment and grades are favorable.

The estimated cost of construction upon this line is \$197,500.

The blue line departs from the Intercolonial about a mile north of Bedford station and passes inland towards Dartmouth, it is $6\frac{2}{10}$ miles in length.

At about $1\frac{1}{2}$ miles after leaving the Intercolonial, a high rocky ridge is encountered, which necessitates a tunnel 1,500 feet in length; with this exception the work is not heavy; the alignment and curvature are more favorable for operating the road than on the red line. The cost of construction is estimated at \$238,000.

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

COLLINGWOOD SCHREIBER,

Chief Engineer of Government Railways in operation.

F. BRAUN, Esq.,
Secretary, Railways and Canals.

MONCTON, 3rd December, 1879.

DEAR SIR,—The survey of the line of railway to connect the Intercolonial Railway with the Town of Dartmouth has been completed, and I now beg leave to submit herewith plans, profiles, and approximate estimates of cost of two proposed locations.

I also enclose herewith a plan on a scale of one mile to the inch, showing the main lines of the Intercolonial Railway from Windsor Junction to Halifax, the proposed locations above referred to, a red dotted line which corresponds with that attached to the petition from the Town of Dartmouth, and a line *via* Lake William, surveyed by A. MacNab, in 1872.

The red dotted line was the one to which attention was first directed, after making a personal examination of the ground, and holding a consultation with the warden and other gentlemen of the Town of Dartmouth, a party was organized and commenced work under my assistant, Mr. W. B. Mackenzie.

He was assisted by Mr. A. C. Hill, who was engaged by the town authorities. Levels were run on the red dotted line from Rocky Lake, twenty-six hundred feet towards Dartmouth. At this point the elevation was found to be eighty-two feet above rail level at the starting point. The ground on either side was then thoroughly

examined, and a succession of high rocky ridges was found to extend from Rocky Lake to Lake William, rendering the construction of any line impracticable within reasonable cost of the proposed locations shown on plans. The red, or shore line, is the shortest and least expensive. But if either line were to be built, I would recommend the blue line on account of easier gradient, better alignments, and a more advantageous connection with the main line of the Intercolonial Railway.

The survey of the blue line was made by Mr. Hill, and I append his report of what he considers the advantages the blue line presents over the red.

The plans and estimates are prepared for a line of railways equal in every respect to the Intercolonial.

If the line were only intended to accommodate the local traffic of Dartmouth, its cost might be reduced at least 25 per cent., by increasing the gradients, sharpening curves, and substituting timber trestle-work for solid embankments.

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

P. S. ARCHIBALD, *Resident Engineer.*

C. SCHREIBER, Esq.,

Chief Engineer, Government Railways, Ottawa.

Dartmouth Branch Railway, Basin Shore Line.

APPROXIMATE Estimate of Cost:—

Earth excavation, 168,083 cub. yds, at 25c.....	\$42,020 75
Rock " 32,941 " at \$1.20.....	39,529 20
Borrowing earth 67,763 " at 20c.....	13,552 00
Masonry in culverts, 305.3 " 2nd class at \$10	3,053 00
" " 980.8 " dry, at \$5.....	4,904 00
Riprap, at Δ 's 70.75 & 125 = 800 cub. yds. at \$2....	1,600 00
Masonry, paving 141.4 cub. yds., at \$2.....	272 80
Ballast, at 3,500 cub. yds. per mile, 23,415 cub. yds.	
at 60c.....	14,049 00
Sleepers, 14,240, at 20c. each.....	2,848 00
Steel rails, 11,200 lineal feet, at 60lbs. per yard, 712	
tons of 2,000lbs., at \$31 per ton	24,920 00
Fish-plates and bolts, 2,739 pairs, at 24lbs., 33 tons	
at \$35.....	1,155 00
Spikes, 56,480 = 31,770lbs., at 5c.....	1,588 50
Labor, distributing sleepers, laying and spiking	
down rails, 6.74 miles, at \$300 per mile.....	2,022 00
Clearing and close-cutting 62½ acres, at \$20.....	1,250 00
Fencing, 4,053 rods, at 80c.....	3,226 40
Seven sets catt'e guards, at \$50, and 7 farm cross-	
ings, at \$30.....	560 00
Station tank and grading for station ground, say	25,000 00
Connection with main line, I.C.R.....	200 00
Contingencies.....	10,000 00
	<hr/>
	\$191,761 25
Engineering expenses.....	5,752 83
	<hr/>
	197,514 08

P. S. ARCHIBALD, *Resident Engineer.*

MONCTON, N.B. 3rd December, 1879.

Dartmouth Branch Railway, Blue Line (Via Anderson's Lake).

ESTIMATE of cost :—

Excavation.			
68,448 yards earth (line cuts), at 25c.....	\$17,112	00	
50,000 " " (borrow), at 20c.....	10,000	00	
35,614 " rock in open cuts, at \$1.20.	42,736	80	
21,000 " " in tunnel.....	70,000	00	
			\$139,848 80
Masonry, 545 yards, at \$10	\$5,420	00	
" 668 " at 5.....	3,340	00	
Foundations	700	00	
			9,460 00
Clearing and close cutting, 75·7 acres, at \$20.....			1,514 00
Rails and fastenings, 683·8 tons, at \$35.....			23,933 00
Ballast, 21,875 yards, at 60c.....			13,125 00
Sleepers, 13,200, at 20c.....			2,640 00
Tracklaying, 62·5 miles, at \$300.....			1,875 00
Fencing, " " at 25¢.....			1,600 00
Main road crossing.....			50 00
Farm crossings, at \$25.....			175 00
Connection with "I.C.R."			200 00
Location and engineering superintendence			6,000 00
			\$200,420 80
Total to Junction with Red Line			37,555 98
Estimated cost from Junction to Terminus.....			
			\$237,976 78

P. S. ARCHIBALD.

Moncton, 3rd December, 1879.

BEDFORD, N. S., 1st, December 1879

SIR,—In submitting to you the plan, profile and estimate of cost of the proposed line of railway from the town of Dartmouth, *via* the valley of Anderson's Lake, to the Intercolonial Railway, I deem it unnecessary to offer any extended remarks relative to the surveys, or the comparative merits of the two routes surveyed and indicated respectively by red and blue lines.

A glance at the plan and profile will suffice to show the great superiority of the blue line as regards grades and curvature, which, however, on location would be still further reduced—no grade steeper than forty feet to the mile being necessary on this route, and but one curve of less than 3,000 feet radius.

In making the survey I had originally the idea of carrying a level grade from the head of Bedford grade through the proposed tunnel, and the profile north of the summit shows approximately the ground chosen with that object in view, as I had not time to run a second line to suit the rising grade subsequently adopted between the I. C. R. and the proposed tunnel.

Consequently a heavy bank is shown immediately north of the tunnel, which on location can be reduced to any desired extent by throwing the line fifty to one hundred feet east, without increasing excavation or materially sharpening curvature.

At some other points upon the line also a considerable reduction of borrow will be possible, due allowance for which has been made in the estimate.

I wish to direct your attention specially to the fact that the blue line avails entirely the Bedford grade, its connection with the I. C. R. being placed at the head of that incline.

In this respect it possesses an important advantage over the red line, which, at its point of junction, at the head of a steep grade of a mile in length, is confronted by the still steeper grade of the I. C. R. at that point, which has to be ascended for nearly another mile before reaching the zero point of the blue line.

Should the Government decide to construct the Dartmouth branch, by the adoption of the lake route, indicated by the blue line, they will be enabled to afford to the citizens of Dartmouth the railway communication which they ask, and at the same time secure a fitting terminal section for our great intercolonial highway.

In view of the importance of attaining this double object, the necessity for the additional outlay which the construction of the line *via* Anderson's lake would entail, should not, I think, be regarded as an obstacle to the adoption of that route.

The railway wharves at Richmond, as I have been informed, will shortly require extension, repairs or entire renewal. Should it be decided to replace them with more substantial and double structures of stone, adapted to the accommodation of a great and increasing traffic, it will be a point demanding serious considerations whether it would not be best at the outset to locate such expensive and permanent structures at the terminus of a line free from the objectionable features which characterize that portion of the I. C. R. between the head of Bedford grade and Halifax City.

Such a line will be afforded by the projected Dartmouth branch, and its proposed terminus at Black Rock, presents a favorable site for the amplest wharf and dock accommodation of the great traffic for which the press of Halifax claims the eminent adoption of the port.

The construction of this branch line may thus become a question, not simply of provision for the insignificant local traffic of Dartmouth, but for that of a great trans-continental and trans oceanic commerce, focusing at the port of Halifax, and it is with a view to the due and timely provision for, and the fostering and development of that traffic, that I beg to recommend to favorable consideration the project of a branch line to Dartmouth *via* Anderson's Lake.

I am, Sir, respectfully yours,

ARTHUR E. HILL, B.A.

P. S. ARCHIBALD, Esq.,
Resident Engineer, I. C. R., Moncton.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, February 18th, 1880.

SIR,—Mr. John Doull's telegram of this date, addressed to Mr. M. H. Richey, upon the subject of shipping grain at the Port of Halifax, having been referred to me, I have the honor to report that, in compliance with instructions received from the Honorable Minister, great efforts have been made during the present season to induce a grain traffic from the West to pass over the Intercolonial Railway for shipment at Halifax, so far without success, but at one time we had great expectations of securing a few cargoes. We were, however, disappointed, and I regret to say the prospects for this winter are now not very encouraging. We shall not, however, on this account, relax in our efforts to secure an object so much desired by the Government, though I confess we are somewhat discouraged and disappointed.

Mr. Doull states in his telegram that, if any possibility of shipping grain, Government should build elevators at once. I, however, cannot recommend the erection of elevators until it has been established that a grain traffic can be successfully conducted over the Intercolonial Railway with the Port of Halifax.

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

COLLINGWOOD SCHREIBER.

F. BRAUN, Esq.,
Secretary, Railways and Canals.

OTTAWA, 1st March, 1880.

SIR,—In reply to your letter of the 24th inst., I beg to say that I have telegraphed Mr. Pottinger to direct Mr. Taylor, the General Freight Agent, to give you full information immediately, as to the efforts made to secure the grain trade to Halifax. I may remind you that the rate was placed much below what my predecessor would grant for two experimental cargoes, and much lower than Mr. Brydges said could pay the expenses of carrying it. Mr. Black, who had been selected by the Halifax Chamber of Commerce as the ablest man you could find to work up the business, has been employed at a high salary as Travelling Agent for the I.C.R., and requested to direct all his energies to that special work. Mr. Taylor will explain the difficulties that have been encountered, and the impossibility of effecting the object we had in view during the past year, but I can assure you that continuous efforts will be made in the same direction, with the hope that Halifax may yet be made a winter port for shipping grain. I hope that you will be satisfied that nothing has been wanting on my part to realize any expectation raised by myself.

CHARLES TUPPER.

To JOHN DOULL, Esq.

ALLAN LINE OF ROYAL MAIL STEAMSHIPS.

(HUGH & ANDREW ALLAN, Agents.)

MONTREAL, 8th March, 1880.

SIR.—Every time that I have occasion to visit Halifax I am applied to by parties there to know what prospect there is of arrangements being made by which Halifax will be constituted the winter port for Canadian shipments. Not being in a position to give anything like a definite answer on the subject, I have put them off by a statement that it was their business more than mine; but the persistence with which they cling to the idea that something might be done, induces me to lay before you a scheme which seems to me to be the only one to attain the end in view.

If the Government would undertake to carry the terminus of the Intercolonial to Dartmouth, opposite to Halifax, with the necessary freight depots and other matters connected with a terminus, we would undertake to acquire property and build wharves and elevators there sufficient for the accommodation of a large traffic.

This will involve in expenditure on our part of from \$200,000 to \$250,000; and in order to warrant us to do so it would be necessary for us to have an agreement with the Government by which property will be conveyed to and from points in the West to Liverpool and *vice versa*, on the Bills of Lading on certain specified percentages, and this agreement will have to be for a considerable length of time, in order to secure ourselves that some return would be received for the outlay of our money.

Another condition of our entering into this enterprise would be a certain continuance of our mail arrangements with the Government.

It is very clear without some such conditions as these we cannot undertake any large outlay for wharves, inasmuch as if our steamers are only to call there to land and receive mails, the accommodation required is not very great.

It is manifest also that Halifax can never be made a large port of shipment without some such arrangements as this, because no lines of steamers would come there on the chance of receiving freight, and there has never been since we have been in the habit of going there anything like a cargo at one time for a large steamer.

If the Government propose to enter into an arrangement of this kind, I will be glad to go into the details of it with you at any time that may suit your convenience.

Meantime, I am yours truly,

HUGH ALLAN.

ALLAN LINE OF ROYAL MAIL STEAMSHIPS.

(HUGH & ANDREW ALLAN, Agents.)

MONTREAL, 15th March, 1880.

DEAR SIR CHARLES,—I regret very much that I had not an opportunity of seeing you when I was in Ottawa last Thursday.

I desire to explain to you that although not particularly anxious to carry out the Halifax scheme, inasmuch as it would involve a very heavy outlay on our part, and might not result in yielding us a commensurate profit, but I wish to lay before you the question in all its bearings, because if you think it an advisable thing to do I am quite willing to assume any personal inconvenience that may arise from it.

The view that I wished to lay before you was, that inasmuch as the loss in working the Intercolonial railroad at present must be taken at about \$500,000 per annum, and is not likely to be any less than that in the future, I do not think that loss will be increased by the proposal I laid before you, but might possibly be diminished. Occasionally when freights were favorable, if a large quantity of produce was carried over the road it would probably make up for the loss in unfavorable years, and also reduce the loss which in the present state of affairs seems to be inevitable as matters are now situated. No doubt a much larger traffic can be carried proportionately cheaper over the road than a small one, as the staff and general plant is not at all increased in proportion to the extra amount of work done, and if the exports of the country are once induced to go by that route in any quantity the probability is that it will continue and even increase. Perhaps, however, all these matters have already come under your notice and may not be further alluded to by me.

I would also ask you to be kind enough to give me a decision in the matter of the small piece of land applied for by the Montreal Cotton Company at Valleyfield which I have already brought under your notice.

Yours truly,
HUGH ALLAN.

The HON. SIR CHAS. TUPPER, K.C.M.G.,
Ottawa.

HALIFAX, 18th March, 1880.

DEAR SIR,—I have the honor to acknowledge your telegram of 1st inst., and a few days after its receipt Mr. Taylor called upon me, and I had several most satisfactory interviews with him, and consider that the rates authorized by you of thirty cents per quarter for grain from Chaudiere Junction to Halifax, as being most reasonable and sufficient, as report forwarded by me this date from Committee of Chamber of Commerce will show, to secure grain trade through this port during winter months, provided an elevator be erected at Richmond. I had a telegraph from Mr. Taylor on the 18th, enquiring if there were any sailing vessels in this port, and if so to ascertain what they would take for grain calling at Cork, F. O. Upon enquiry I found there were none, but could have secured a small steamer at very reasonable rates if the grain was on the spot. I mention this latter circumstance to show that it is impossible to build up a grain trade without an elevator. As soon as it is an established fact that grain can be got up at all times from elevator, vessels will have orders to make this the port of call for orders, as Halifax is very little out of the way for vessels bound for Portland, Boston, or even New York. Trusting the report from the Committee of Chamber of Commerce now forwarded, and signed by gentlemen well known to you, and in whose statement you can place the most undoubted reliance, will induce your Government to sanction the immediate erection of an elevator, and thus secure a grain trade within our own Dominion,

I am, dear Sir Charles, yours truly,
JOHN DOULL.

SIR CHARLES TUPPER, C.B.,
&c., &c., &c.

HALIFAX, N.S., 18th March, 1880.

SIR,—I beg herewith to submit for your careful consideration, a report of the Committee appointed by the Halifax Chamber of Commerce for the purpose of ascertaining the facilities which this city affords as a winter port for the Dominion of Canada, and representing the same to you.

I have the honor to be your obedient servant,

JOHN DOULL.

President of the Halifax Chamber of Commerce.

The Hon. Sir CHARLES TUPPER, C.B.,
Minister of Railways and Canals.

REPORT.

Your Committee appointed for the purpose of ascertaining the facilities which the City of Halifax affords as a winter port for the Dominion, have to report as follows:—

After a very careful investigation we find the port charges to be remarkably low in comparison with those of the grain shipping ports of the United States, in confirmation of which we herewith append comparative statement.

We beg further to report that, in consequence of Halifax being the terminus of the Intercolonial Railway, its harbor opening directly on the Atlantic, the fact of its being nearer to European markets by several hundred miles than other grain shipping ports, its exceedingly low port charges, vessels would accept charters for at least sixpence sterling per quarter less than from United States ports, terminal charges being equal. Our opinion is substantially confirmed by the testimony of ship-owners. The cattle export trade would also be largely benefitted, inasmuch as the steamers at present carrying Canadian cattle from Halifax, require first to call at an American port to obtain the dead weight necessary for a properly assorted cargo. At the present time many vessels make Halifax a "port of call" in consequence of the deal freights, &c. offering, some of which would gladly accept grain at a lower rate per quarter than ruling rates elsewhere.

By the making of Halifax a grain shipping port, the enormous sum disbursed annually in ports of the United States by our vessels would to a great extent be retained within the country, and would further tend to keep the produce of our great West from seeking an outlet to European markets over American roads, and through American ports.

That, whereas, the policy of the Government tends, by the imposition of a tax upon foreign coal, to enable the miners of the Lower Provinces to supply the Upper with fuel, the carrying of grain over the Intercolonial, and carrying back in the return cars, if constructed for the purpose, would confer inestimable benefits upon the Lower Provinces, affording an outlet through Canadian territory to Ontario and Quebec, and lessen the cost of fuel to the inhabitants of the last named Provinces.

The Committee find that, before any grain can be shipped to advantage from this port, it is indispensable that an elevator be erected and properly equipped, and would most urgently desire the Government be impressed with the fact that the terminus of their railway is incomplete unless furnished with this necessity; and that immediate action should be taken and the elevator erected during the ensuing summer, and be ready for use before the navigation of the St. Lawrence closes.

Should these views be carried out, the Committee have no hesitation in saying with the rate at present named by the Railway Department, that grain shippers of this Dominion would be placed in a more than favorable position for competing with their southern neighbours for the European trade, and that numbers of our ship-owners would instruct their captains to make for Halifax, thereby placing their vessels under their personal supervision on this side of the Atlantic, which in itself is a consideration.

Having mentioned the advantages to be derived from making Halifax the winter port of the Dominion from a general view, the Committee beg to call attention to this most important matter from a national outlook. They would respectfully suggest your directing the attention of the Government, that in view of the enormous outlay at present being expended upon our Great West, by the construction of the Pacific Railroad, for the purpose of yielding a ready means of transit to foreign markets of its surplus productions of cereals, such expenditure would be rendered null and void, in the event of any misunderstanding arising between Great Britain and the United States, such as would close the ports of the latter to British ships. To obviate an occurrence of this nature, it is the duty of the Government to have a thoroughly equipped winter port within Canadian territory.

Yours respectfully,
 J. J. BREMNER,
 T. E. KENNEY,
 ISAAC MATHERS,
 W. J. STAIRS,
 M. DWYER, and
 H. M. DOULL.

To JOHN DOULL, Esq.,
 President of the Halifax Chamber of Commerce,

DEAL CHARTERS accepted from Nova Scotian Ports, their equivalent in Grain, and ruling Grain Rates from New York at date of charter.

Date.	Rig of Vessel.	NAME.	Nova Scotia Port of Loading.	Tonnage.	Rate per Standard.	Gross Freight.	Equivalent in Grain.	Ruling New-York Grain Rates.
					s. d.	Stg. £	s. d.	s. d.
1877.								
March 12.	Barque.....	Wm. Wilson.....	Halifax ..	386	70 0	600	4 5	6 6
do 26	do	Underwriter	LaHave.....	697	65 0	1,090	4 9	5 5
April 10.	do	Gunhilda.....	do	699	62 6	1,050	4 8	5 5
May 15.	do	Chili.....	do	649	67 6	1,020	4 10½	5 5
do 16.	do	Brothers.....	Ship Harbor.....	537	68 9	830	4 10½	5 5
do 18.	do	Emerald.....	St. Margaret's Bay.	463	70 0	730	4 10½	5 5
do 29.	Barquentine	Flora.....	Halifax ..	571	70 0	780	4 2	5 5
do 29.	Barque.....	Walle.....	Port Medway.....	599	70 0	980	4 10½	5 5
Oct. 23.	Brigantine...	Eliza Morton...	Sheet Harbor.....	433	75 0	670	6 0	7 7
1878.								
March 12.	Barque.....	Peter Crerar.....	LaHave.....	628	62 6	960	4 9	5 5
April 6.	do	Director..	Halifax ..	679	62 6	1,000	4 6	5 5
May 22.	do	Mariner.....	Ship Harbor	695	62 6	1,000	4 6	5 5
do 23.	do	Concordia.....	LaHave.....	695	65 0	910	4 0	5 5
do 23.	Brig.....	Congal.....	Clyde River	318	65 0	500	4 6	5 5
April 11.	Barque.....	Hesperia.....	Halifax ..	510	60 0	600	4 3	5 5
do 11.	do	Gerda.....	do	396	60 0	560	4 6	5 5
May 30.	do	Swansea.....	St. Margaret's Bay	746	62 6	1,050	4 4½	5 5
June 28.	do	Montreal.....	LaHave.....	806	62 6	1,100	4 4½	5 5

COMPARATIVE STATEMENT of Port Charges. Barquentine "Flora" Baltimore, Philadelphia, New York, Halifax; 571 Tons—Carries 3,800 quarters.

	Baltimore.	Philadel- phia.	New York.	Halifax.	Port Charges, per Quarter.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Entering Custom House..	9 00	5 00	22 70	11 42	
Pilotage Inward.....	38 50	58 00	72 00	16 00	Baltimore, 2 $\frac{3}{10}$ c.
Towage de	35 00	35 00	40 00	25 00	
Harbor Towing.....	16 00	15 00	17 00	15 00	
Port Warden		2 00	9 00		Philadelphia, 10 $\frac{5}{10}$ c.
Discharging Ballast.....	42 00	40 00	28 00	30 00	
British Consul.....	12 00	13 00	12 00		New York, 10 $\frac{1}{10}$ c.
Wharfage.....	6 00	24 00	32 00		
Pilotage out.....	90 00	77 00	54 00	13 00	Halifax, 3 $\frac{1}{10}$ c.
Towage out.....	35 00	50 00	28 00		
Health Officer	2 00	10 00			
Certificate	10 00	10 00	10 00		
Harbor Master				4 00	
Tonnage Tax.....	60 00	60 00	60 00		
Total.....	355 50	399 00	384 70	114 42	

Memorandum from Messrs. T. and E. Kenney, Halifax.

HALIFAX, N. S., 8th March, 1880.

DEAR SIR.—The difference between the cost of loading grain at Halifax and at New York, would be about sixpence to nine pence sterling per quarter in favour of Halifax, providing the cost of sealing, bagging and elevating be the same. This is for a vessel of 600 tons.

Yours truly,

WILLIAM DOULL, Esq.

Memorandum from L. E. Baker, of Yarmouth, N. S.

HALIFAX, N. S., 10th March, 1880.

DEAR SIR.—In reply to your questions, what I consider should be the difference in rates on grain, between Halifax and New York to the United Kingdom or Continent? After looking at Halifax port charges, which are very low, and comparing them with New York charges, and considering the shorter voyage from Halifax, I should be willing to take grain at sixpence per quarter less from Halifax than from New York. I hope you will have elevator erected and make your desirable harbor the winter port of the Dominion for shipping grain.

Yours truly,

L. E. BAKER.

JOHN DOULL, Esq.,

COMPARATIVE Statement, Barque "Erinna," 1,130 tons, New York expenses and vessel, same tonnage, Halifax. November, 1879. Carried 8,125 quarters.

New York.	—	Halifax.	—	—
	\$ cts.		\$ cts.	
Custom House entry	10 27	Hospital dues	22 60	
Health Officer	54 50	Signal tax	1 00	
Tonnage dues	339 00	Pilotage, inwards	21 00	New York, 10 ¹ / ₁₀ % c. per qr.
Hospital dues	10 00	do outwards	12 50	
Pilotage, inwards	48 10	Harbor Master	5 00	Halifax, 1 ⁶ / ₁₀ % c. per qr.
do outwards	102 12	Towage, sea to wharf	35 00	
Towage, inwards	60 00	do wharf to sea	35 00	
do outwards	45 00			
Harbor towage	40 00			
Wharfage	65 90			
Ballast logs	35 00			
Custom House clearance	3 10			
Consul fees	14 90			
Total	\$827 99	Total	\$132 10	

Ship "Esther Roy," 1,533 tons. Port Charges. Philadelphia and Halifax.

—	Philadel- phia.	Halifax.	—
	\$ cts.	\$ cts.	
Entering Custom House	5 70	0 50	
Tonnage tax (once a year)	470 00		
Inward pilotage	74 25	23 00	
do towage	100 00	50 00	
Custom House Inspector and Weigher	0 80	0 80	
Wharfage	78 00		7 quarters to 1 ton ship's register.
Towage in harbor	10 00		
Stevadore	329 66	329 66	
Bag hire	386 60	386 60	Difference per quarter in favor of Halifax, 8 ¹¹ / ₁₀ % c.
Lining f r grain	585 01	585 01	
Clearing Custom House	3 10	0 50	
Outward towage	150 00	50 00	
do pilotage	123 75	13 50	
Floating elevator	22 82	22 82	
Health Officer	10 00		
Hospital dues		30 66	
Harbor Master		5 00	
Consul fees	18 00		
Total	\$2,368 39	\$1,498 05	

Ship "Wm. Douglass," 1,263 tons. Port Charges. New York and Halifax.

	New York.	Halifax.	
Tonnage tax (once a year)	401 37	.....
Harbor Master	18 94	5 00	
Inward pilotage	63 00	23 90	
Outward do	110 87	13 50	
Towage, inwards	50 00	50 00	Capacity, 8,841 qrs.
Towage, outwards	55 00	50 00	New York, 9 ²¹ / ₁₀₀ c. per qr.
Towage in Harbor	36 00	.....	Halifax, 1 ³³ / ₁₀₀ c. per qr.
Wharfage	93 18	.....
Stevedore, Elevator, Lining—equal each place, also "Bag hire" .....	.....	.....
Customs clearance	23 70	50	
Consul fees	14 46	.....
Health Officer	10 00	.....
Hospital dues .....	.....	25 00	
Total	876 52	167 00	

Barque "W. J. Stairs," 1,060 tons. Port Charges. Baltimore and Halifax.

	Baltimore.	Halifax.	
Custom House entry	4 37	0 50	
Tonnage tax (once a year)	326 40	.....
Quarantine pass	10 61	10 61	
Pilotage, inward	40 25	20 50	Capacity, 7,420 qrs.
Towage, inward	25 00	40 00	
Towage, in Harbor	26 00	.....	Baltimore, 8 ⁵⁶ / ₁₀₀ c.
Wharfage	30 00	.....	Halifax, 2c.
Customs clearance	2 90	0 50	
Consul fees	1 88	.....
Towage, outwards	70 00	40 00	
Harbor Master .....	.....	5 00	
Hospital dues .....	.....	21 20	
Health Office .....	.....	.....
Total	642 41	150 56	

OTTAWA, 9th April, 1880.

SIR,— I have the honor to acknowledge the receipt of your letter of the 18th ult., transmitting the report of a Committee appointed by the Halifax Chamber of Commerce for the purpose of ascertaining the facilities which that city affords as a winter port for the Dominion, and to inform you that the subject of said report will receive due consideration.

F. BRAUN, *Secretary.*

JOHN DOULL, Esq.,
President, Halifax Chamber of Commerce, Halifax, N.S.

OFFICE OF D. FALCONER, COMMISSION MERCHANT, 249 HOLLIS STREET.

HALIFAX, N.S., 27th March, 1880.

DEAR SIR,— I sent you the other survey and documents connected with the Dartmouth Branch Railway. I promised in my letter to forward, as soon as received,
25

all information respecting the right-of-way of the line from the Junction to Dartmouth Cove; but, up to the present, the Councillors have not reported, as they should have done months ago. On the 23rd I wrote the Chairman a letter, a copy of which I now enclose, together with his answer, which I have just received. I hope the delay has not injured our prospects at headquarters, and I also hope that this much needed work will receive all possible consideration from yourself and the other members of the Government. An answer will greatly oblige.

THE HON. SIR CHARLES TUPPER,
Minister of Railways, &c.

Very truly yours,
D. FALCONER.

DARTMOUTH, 25th March, 1880.

DEAR SIR,—With reference to your communication of the 23rd instant, making enquiry for information respecting the right-of-way to Dartmouth Cove for the proposed Branch of the Intercolonial Railway, I beg leave to report as follows: The road which has been surveyed on several occasions from Fletcher's Lake to the Second Dartmouth lake imposes no engineering difficulties whatever. The track passes through, in a great measure, a large proportion of wilderness land of no great value, and instead of injury to the proprietors, will be of material benefit to them, many of them giving a passage for the road without emolument. After passing the head of second lake, I own a large proportion on the borders of the same; also the first lake, and I would willingly give the Government full permission to go through the same for the use of the road. Whenever the road reaches a cultivated tract, such as is on the borders of the first lake, I would require some compensation that appraisers would give me. After the road leaves the foot of first lake and passes into the harbor, I would not approach the question of compensation as the land is extremely valuable, especially the premises of Mr. Mott, Mr. Troop, Hon. Dr. Parker, &c. The magnificent location for a line of railway from Mr. Mott's wharf south to Mount Hope Wharf, I consider unsurpassed by any other in the continent of America, and if a line should be so located, giving great facilities for coal depots, grain elevators, cattle sheds, &c., on the shore of the harbor.

As the one line into the City of Halifax is not sufficient for the increasing traffic upon it, and as the branch into Dartmouth would only be given to the inhabitants of the eastern section of the county, a benefit which the western people enjoy, I trust the Government will take the proposal into their most favorable consideration. Any other information I can give you upon this important subject, I shall be most happy to do so:

D. FALCONER, Esq.

Dear Sir, yours truly,

G. A. S. CRIGHTON.

RAILWAY DEPARTMENT,

MONCTON, 13th April, 1880.

DEAR SIR,—In accordance with your telegram of March 27th, I telegraphed the whole of the enclosed two letters from Sir Hugh Allan, No. 21964 and 21965, which letters were sent to me by Mr. Braun, in a letter dated March 18th, for report.

On the 29th March, I sent a telegraphic report, as directed, of which the following is a copy:—

"The extension into Dartmouth is estimated to cost one hundred and seventy thousand dollars, without including right-of-way, buildings, sidings, and so forth, which would be at least one hundred thousand dollars more.

"There would then be a railway along each side of Bedford Basin, because it would be impossible to abandon the present road, and the traffic of Halifax would be divided between them, thus largely increasing the cost of working.

"There would be two lines from Bedford to Halifax, costing more to maintain than a double track, and yet without its advantages.

"There is sufficient room from the round house, Richmond, to the north end of the dockyard, for the construction of wharves and elevators for a large traffic.

"Any arrangement for the division of through rates would have to be made in conjunction with the Grand Trunk, and should be carefully considered; because if a more favorable arrangement was made with one steamship company than with another, we would be charged with discriminating.

"The owning of the elevators by one steamship company, which also had a more favorable division of rates than others, would practically give that company a monopoly.

"This would be undesirable in the interests of the railway.

"In view of the early completion of the Grand Trunk connection with Chicago, and of the railway from Toronto to Ottawa, it would not be advisable to make a freight contract for a term of years, as the through traffic of Canadian Railways will be considerably affected by those changes, and the Intercolonial should be free to take advantage of any benefit that may arise."

I do not know that I can say anything further on the subject.

Your obedient servant,

D. POTTINGER.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer, Government Railways, Ottawa.

GOVERNMENT RAILWAYS IN OPERATION,
OFFICE OF THE CHIEF ENGINEER, OTTAWA, 13th April, 1880.

SIR,—The report of the Halifax Chamber of Commerce dated the 18th ult., upon the subject of making Halifax the winter port of the Dominion, and specially bearing upon the subject of the possibility and practicability of shipping grain at that port, having been referred to me, I beg leave to report that if as appears to be confidently anticipated by the Halifax Chamber of Commerce, that the advantage claimed for the Port of Halifax in connection with the grain rate recently quoted by the Government over the Intercolonial Railway (which was designedly made excessively low with a view of inviting a traffic) will induce a heavy grain traffic through the Port of Halifax, then, I say, elevators will become indispensable to the conducting of the business with regularity and despatch.

On the 18th February last I had occasion to report upon a telegram from the President of the Halifax Chamber of Commerce in which I stated "I cannot recommend the erection of elevators until it has been established that a grain traffic can be successfully conducted over the Intercolonial Railway with the Port of Halifax." I may, however, state that in my opinion in the absence of an elevator a large steamer would scarcely undertake to put in a cargo of grain as it would necessarily be attended with considerable delay.

If I am correct in this view a trial of grain shipping would either have to be made with small steam vessels or sailing craft, or if the prospects of securing a grain trade at the rates of freight quoted over the Intercolonial Railway were good and considered sufficiently reliable to warrant the erection of an elevator, of say a hundred thousand bushels capacity with the necessary wharf accommodation (the present wharf being unsuitable and otherwise occupied), in such case the work should be proceeded with during the ensuing summer season.

The cost of erecting an elevator of 100,000 bushels capacity with the necessary wharf accommodation is estimated at:

Elevator	\$30,000 00
Wharf	70,000 00

Total,.....\$100,000 00

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER.

F BRAUN, Esq.,
Secretary, Railways and Canals.

GOVERNMENT RAILWAYS IN OPERATION.

OFFICE OF THE CHIEF ENGINEER, OTTAWA, 13th April, 1880.

SIR,—The papers upon the proposed extension of the Intercolonial Railway into Dartmouth having been referred to me, I have the honor to report that the estimated cost of a line into Dartmouth amounts to \$197,500, exclusive of the cost of the right-of-way, buildings, sidings, terminal and wharf accommodation, the cost of these would probably amount to about as much again.

That inasmuch as it would be impossible to abandon the present line into the City of Halifax, there would, if this extension was built, be a railway along each side of the Bedford Basin, and the traffic of Halifax would be divided between them, largely increasing the cost of working the business.

A double track from Bedford to Halifax could be maintained at much less cost, and would, in my opinion, have many advantages over the two lines, there being abundance of room between Richmond and the dockyard for a complete system of wharves and elevators for a very large traffic, and in this manner the business would be concentrated, and very much more economically worked.

In view of the early completion of the Grand Trunk connection with Chicago, and of other lines of railway communication between Western Ontario and Quebec, I do not think it would be desirable to make a freight contract for a term of years, as the through traffic must necessarily be favorably affected by these changes, and the Government Railways should be free to take advantages of these benefits in the interest of the commerce of the country.

If a grain traffic is to be conducted through the Port of Halifax, it is no doubt of paramount importance that an elevator should be erected and suitable wharf accommodation provided, to give the necessary despatch to this description of traffic, but I foresaw that it would lead to trouble if more favorable arrangements were made with one steamship company than with another, and the owning of elevators by a steamship company which was working under a specially favorable division of rates with the railways, would virtually give that company a monopoly, and be a ground for complaint.

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

F. BRAUN, Esq.,

Secretary, Railways and Canals.

COLLINGWOOD SCHREIBER.

HALIFAX, N. S., 7th October, 1880.

HON. SIR,—With the assistance of the last concession in freight rates over the Intercolonial Railway for foreign shipment, there is an opportunity to carry out the idea of making Halifax our winter shipping port for grain and other exports, and feel confident that in an interview I can show you the advantage that can be realized through my project for the establishment of this port as a recognized point of charter, asking by British shipping agents and owners, and of our having assuredly several cargoes shipped *via* this port for Europe in the ensuing winter season.

Permit me to enclose a series of tabulated statements, one of which, page 15, letter B, reveals the singularly advantageous fact that a through rate of 12s. sterling would produce for the ship the benefit of paying practically only five cents and a fraction from Chaudière to Halifax; which would virtually make the ships proportion of the through-rate, twenty-one cents and a fraction more, than when the rates on grain were 26½ cents from Rivière du Loup, to which is attached copy of a letter addressed to George Taylor, Esq., General Passenger and Freight Agent, I. C. R., and to ask of you the favor of a perusal. If, after reading the figures and deduction, you decide that your time is not too valuable, in view of the importance of the subject, I will be glad to receive your invitation, and would arrive at Ottawa to submit my arrangements to your consideration at any date you may name.

I am, hon. Sir, yours very respectfully,

SIR CHARLES TUPPER, K.C.M.G.,

Minister of Railways and Canals, Ottawa.

JOHN A. MACKASEY.

HALIFAX, N. S., March 23rd, 1880.

SIR,—When I had the honor of being introduced to you, on the 3rd inst., in the counting-room of Messrs. Doull and Miller, Halifax, you evinced a desire to see me at my office, I remained in all the following day in expectation that you would call.

I regret exceedingly that the time at your disposal would not allow you to have made it convenient to see me, as I would have liked much to have had a quiet talk with you on the subject of the winter port, a question of great interest to the people of Halifax, and of great national importance to the Dominion.

In the short conversation we had you made me aware that the Grand Trunk had disposed of 118 miles of their road from Chaudière to Rivière-du-Loup to the general Government, for which distance the hon. the Minister of Railways and Canals propose to charge $3\frac{1}{2}$ cents per quarter on grain, which will make the total cost of carrying eight bushels of grain thirty cents, from Chaudière station to the Port of Halifax, a distance of 679 miles.

If the Government charged *pro rata* for the 118 miles, as to what has been the charge ($26\frac{1}{2}$) from Rivière du Loup to Halifax, it would amount to $321\frac{1}{8}$ cents from Chaudière to this city. I was also made aware that the Grand Trunk will carry freight over their road to Chaudière station (allowing for the 118 miles purchased by the Government) *pro rata* with the distance to Portland.

The Grand Trunk's proportion of through rates (on flour, grain and dead weight goods) on east-bound traffic from Toronto to Portland is 45 per cent, which was also the rate to Rivière du Loup. It is 630 miles to Portland. Therefore, if 630 miles earn 45 per cent, 118 miles less would earn $36\frac{1}{2}$ per cent, being $8\frac{1}{2}$ per cent less than what was the percentage charged from Toronto to Rivière du Loup heretofore.

I may say the difficulty in rates heretofore existing against making Halifax the grain winter shipping port for the Dominion has been swept away by this last concession of the Government, and all that should now be required is the facilities to ship, which would be offset in the erection of an elevator by the Department, and in the repairs and improvements that may be found to be necessary to the wharves at the Richmond freight depot.

In addition, I may say the Port of Halifax is without a peer, and is unexceptionably the finest and most commodious in the world, is easy of access, and free from all dangers and obstruction to shipping, and the closest point to Europe on the American continent, and from its geographical position on the Atlantic seaboard, it is the wharf, as it were, of British America; and when it is made known abroad that freights can be had here, ships coming from Europe to America seeking freights would make Halifax their favorite port of call, and if we can supply the cargoes at remunerative freight rates, ships would remain, and shippers of the west and of the United States, when studying their interest would be forced in a great measure (whether they favored this port or not) to ship this way on account of the greater reliability of a plentitude of tonnage at the great shipping port of Halifax.

I beg to submit to you the following statements, which may be of interest to the Hon. the Minister of Railways and Canals, showing how concession in rates on through traffic over the Government Railway from Chaudière, will make Halifax the winter shipping port for Canada.

I make the comparative statements in freight rates with Portland, because that port is the cheapest of the American ports, and the closest next to Halifax to Europe.

If we can compare favorably with Portland, we can more than compete with the other American ports.

A. Page 10. Statement showing the proportion for land carriage and ship on a through rate of 11 3d. sterling per quarter from Toronto to Liverpool *via* Portland and Halifax previous to the concession in rates, and the gross earnings of ships from both ports, with a very large balance in favor of Portland.

B. Page 11. Statement showing the proportion for land carriage and ship on a through rate 11s 3d. sterling per quarter from Toronto to Liverpool *via* Portland and Halifax under the present rate of 30 cents per quarter from Chaudière to Halifax, and

showing the gross earnings for ships at both ports, with small balance in favor of Portland.

C. Page 12. Statement showing the net freight on a ship of 1,400 tons, after deducting port and custom charges at Portland and Halifax on a through freight rate of 11s 3d, sterling from Toronto to Liverpool, under the present concession of 30 cents per quarter from Chaudière, in which it will be seen that the net balance is in favor of Halifax.

D. Page 14. Statement showing the gross freight on a ship of 1,400 tons at a through freight rate of 8s. sterling from Toronto to Liverpool via Portland and Halifax, under the present concessions of 30 cents per quarter from Chaudière.

Also proportions for land carriage and ship showing the nett freight (after deducting the respective port and custom charges) and a small nett balance in favor of Portland.

E. Page 15. Statement showing the increase in ship rates from Halifax, on account of the 30 cents now charged from Chaudière, over what could be given per quarter to a ship, when the freight rate from Rivière du Loup to Halifax was 26½ cents per quarter. If the following figures were the freight rates: 8s., 9s., 10s., 11s. 3d., or 12s. sterling.

F. Page 16. Statement showing the port and custom charges on a ship of 800 tons at Halifax, compared with four principal American Shipping Ports.

G. Page 17. Statement showing the port and custom charges on a grain ship of 800 tons, at four American Shipping Ports, including the several expenses on the cargo.

H. Page 18. Statement showing the aggregate exports of wheat, corn, and flour, (in bushels) from five of the principal Shipping Ports in America for the year 1879, and the increase over 1878.

Page 19. Remarks on port charges and expenses.

GEORGE TAYLOR, Esq.,
General Passenger and Ticket Agent, Moncton, N. B.

A.—Through rates from Toronto to Liverpool, 11s. 3d., stg., or \$2.73½, currency per quarter.

Via Portland.

Grand Trunk proportion from Toronto to Portland, 45 per cent.....	1 23 ³ / ₁₆
Balance for ship.....	1 50 ⁹ / ₁₆
Total through rate.....	\$2 73½

Via Halifax.

Grand Trunk proportion from Toronto to Rivière du Loup, 45 per cent.....	1 23 ³ / ₁₆
I.C.R from Rivière du Loup	26 ¹ / ₂
Balance for the ship.....	1 24 ¹ / ₁₆
Total through rate.....	\$2 73½

Gross Freight.

A ship of 1,400 tons, 7 quarters to the ton, 9,800 quarters at \$1.50 ⁹ / ₁₆ , Portland.—Gross.....	14,755 12½
A ship of 1,400 tons, 7 quarters to the ton, 9,800 quarters at \$1.24½, Halifax.—Gross.....	12,158 12½
Gross difference in favor of Portland	\$2,597 00

B.—Through rate from Toronto to Liverpool, 11s. 3d. sterling, or \$2.73 $\frac{3}{4}$ currency per quarter.

Via Portland.

Grand Trunk proportion from Toronto to Portland, 45 per cent	£ 23 $\frac{3}{16}$
Balance for ship	1 50 $\frac{9}{16}$
Total through rate	\$2 73$\frac{3}{4}$

Via Halifax.

Grand Trunk proportion from Toronto to Chaudière, 36 $\frac{1}{2}$ per cent.	1 00 $\frac{4}{85}$
From Chaudière to Halifax	0 30
Balance for ship	1 43 $\frac{89}{140}$
Total through rate	\$2 73$\frac{3}{4}$

A ship of 1,400 tons, 7 quarters to the ton, 9,800 quarters, at \$1.50 $\frac{9}{16}$, Portland—gross freight.	14,755 12 $\frac{1}{2}$
A ship of 1,400 ton, 7 quarters to the ton, 9,800 quarters, at \$1.43 $\frac{89}{140}$, Halifax—gross freight.	14,076 30
Gross difference in favor of Portland.	\$678 82$\frac{1}{2}$

C.—Through rate from Toronto to Liverpool 11s. 3d. sterling, or \$2.73 $\frac{3}{4}$ currency per quarter.

Via Portland.

A ship 1,400 tons, 7 qrs. to the ton, 9,800 qrs, at \$1.50 $\frac{9}{16}$ per quarter	14,755 12 $\frac{1}{2}$
Less freight and custom charges:—	
Entry of vessel	2 50
Surveyor's fee	3 00
Tonnage tax, 30 cents per ton per annum.	420 00
Pilotage \$2.50 per foot draught of water in and \$1.50 out, say 22 feet	88 00
Three days time going and returning demurrage £50 sterling per day	730 00
	\$1,243 50

Balance net freight from Portland \$13,511 62 $\frac{1}{2}$

Via Halifax.

A ship 1,400 tons, 7 quarters to the ton, 9,800 quarters at \$1.43 $\frac{89}{140}$ per quarter	14,076 30
Less port and custom charges:—	
Hospital fees, 2 cents per ton	28 00
Signal tax	1 00
Harbour Master's fees	5 00
Pilotage in and out	35 00
	\$69 00

Balance net freight from Halifax \$14,007 30

Difference of net freight for ship at Halifax \$495 67 $\frac{1}{2}$

Demurrage.

The time it would take a steamer from Halifax to Portland and to return would take, say three days. The demurrage on a steamer of 1,400 tons register would be at the least £50 sterling per day, which, for three days, it would amount to \$730 currency.

The demurrage per day for a sailing ship of 1,400 tons at Philadelphia is £19 sterling. Demurrage on steamers at the same port are subject to special agreement.

It is difficult to say in what time a sailing ship would sail from Halifax to Portland and return. It would depend altogether on the wind. I have known of sailing ships to make the voyage in as quick time as a steamer, and I know of instances where it had taken a sailing vessel as much time as a fortnight to sail from Halifax to Portland and return. From these circumstances, I think it would be the better way, when considering the time lost to a ship in sailing between the ports, would be to base the calculations on the approximate time it would take a steamer to make the trip, which would be about three days; which would leave the net balance of freight in favor of a ship of 1,400 tons taking a freight of grain at Halifax, of \$495.67½, as shown in the last Statement "C."

D.—Through rate from Toronto to Liverpool, 8s. sterling, or \$1.94½ currency, per quarter of 8 bushels.

Via Portland.

Grand Trunk proportion 45 per cent.....	0 87½
Balance for ships.....	1 07½

Total through rate.....	\$1 94½

A ship 1,400 tons, 7 quarters to the ton, 9,800 quarters at \$1.07½ per quarter from Portland, Gross.....	\$10,492 53½
Less port and custom charges:—	
Entry of vessel.....	2 50
Surveyor's fee	3 00
Tonnage tax, 30 cents per ton per annum	420 00
Pilotage in and out.....	88 00
Difference of time to Portland and to return, say 3 days at £50 sterling per day.....	730 00

	1,243 50

Net freight from Portland..... \$9,249 03½

Via Halifax.

Grand Trunk proportion, 36½ per cent.....	0 71½
From Chaudière to Halifax.....	0 30
Balance for ship	0 93½

Total through rate	\$1 94½

A ship 1,400 tons, 7 quarters to the ton, 9,800 quarters at 93½ cents per quarter, from Halifax, Gross.	\$9,160 48
Less port and custom charges:—	
Hospital fees. 2 cents per ton.....	28 00
Signal tax.....	1 00
Harbor Master's fees	5 00
Pilotage in and out.....	35 00

	69 00

Net freight from Halifax \$9,091 48

Balance in favor of Portland, \$157 55½

E.—Through rate, 8s. sterling, or \$1.91 $\frac{2}{3}$ currency, from Toronto to Liverpool, via Halifax.

Grand Trunk's proportion 8 $\frac{2}{3}$ per cent. less, on account of they now only owing to Chaudière.	0 16 $\frac{21}{50}$
Less rates charged by the Government on 118 miles extra	0 03 $\frac{1}{2}$ currency.
	<hr/>
Balance more for the ship than formerly.....	\$0 12 $\frac{253}{1050}$ cur'cy.

Through rates, 9s. sterling, or \$2.19 currency, from Toronto to Liverpool via Halifax.

Grand Trunk's proportion 8 $\frac{2}{3}$ per cent. less, on account of they now only owing to Chaudière.	0 18 $\frac{21}{100}$
Less rates charged by the Government on 118 miles extra.....	0 03 $\frac{1}{2}$
	<hr/>
Balance more for the ship than formerly.....	\$0 15 $\frac{71}{100}$ currency.

Through rates, 10s. sterling, or \$2.43 $\frac{1}{3}$ currency, from Toronto to Liverpool via Halifax.

Grand Trunk's proportion 8 $\frac{2}{3}$ per cent. less, on account of they now only owing to Chaudière.	0 20 $\frac{117}{100}$
Less rates charged by the Government on 118 miles extra.....	0 03 $\frac{1}{2}$
	<hr/>
Balance more for the ship than formerly.....	\$0 17 $\frac{1}{105}$ currency.

Through rate, 11s. 3d. sterling, or \$2.73 $\frac{2}{3}$ currency, from Toronto to Liverpool, via Halifax.

Grand Trunk's proportion 8 $\frac{2}{3}$ per cent. less, on account of they now only owing to Chaudière.	0 23 $\frac{5}{100}$
Less rates charged by the Government on 118 miles extra.....	0 03 $\frac{1}{2}$
	<hr/>
Balance more for the ship than formerly.....	\$0 19 $\frac{1}{4}$ currency.

Through rate 12s. sterling, or \$2.92 $\frac{1}{3}$ currency from Toronto to Liverpool via Halifax. Grand Trunk's proportion 8 $\frac{2}{3}$ per cent. less on account of they now only owing to Chaudière.....	0 24 $\frac{113}{100}$
Less rates charged by the Government on 118 miles extra.....	0 3 $\frac{1}{2}$
	<hr/>
Balance more for ship than formerly.....	\$0 21 $\frac{449}{8500}$

By deducting the above balance in favor of ship from 26 $\frac{1}{2}$ cents, which was the freight rate on grain from Rivière du Loup, the balance will show the difference in rates a ship would receive at Portland more than at Halifax.

F.—THE CUSTOMS and Port Charges on an 800 Ton Ship at Halifax, compared with four of the principal Shipping Ports of the United States.

Charges.	Halifax.	New York.	Baltimore.	Phila- delphia.	Boston.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Pilotage, in and out.....	*30 50	145 40	150 00	157 40	105 00
Tonnage dues per annum.....		240 00	240 00	240 00	240 00
Harbor fees.....	5 00	12 00		10 00	
Health Officer.....		6 50	8 00	10 00	8 00
Hospital fees.....	16 00	5 00	5 00		
Custom House.....		7 00	7 00	7 00	8 30
Signal tax.....	1 00				
Totals.....	52 50	415 90	410 00	424 00	361 30

*Pilotage at Halifax is the cheapest on this continent.

G.—EXPENSES of an 800 Ton Grain Ship at the following Ports :

Expenses.	New York.	Baltimore.	Phila- delphia.	Boston.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Pilotage, in and out.....	145 00	150 00	157 00	105 00
Tonnage dues per annum.....	240 00	240 00	240 00	240 00
Towage, in and out.....	70 00	156 00	105 00	95 00
Wharfage, 10 days.....	70 00	20 00	35 00	15 00
Harbor fees.....	12 00		10 00	none.
Health Officer.....	6 50	8 00	10 00	8 00
Hospital fees.....	5 00	5 00		
Custom House.....	7 00	7 00	7 00	8 30
Discharging ballast.....	120 00	100 00	100 00	100 00
Elevator charges.....	313 60	168 00		
Bags for one-third cargo.....	248 85	149 00	223 00	72 50
Broker's commission.....	408 80	408 80	436 80	407 40
Stowing of cargo.....	90 00	75 00	154 88	62 80
Inspector's certificate.....				15 00
Ceiling cargo.....	336 00	504 00	392 00	448 00
Totals.....	2,073 15	1,990 80	1,871 08	1,577 00

With vessels coming to New York from infected ports the expenses are materially increased, with extra health officer's fees of \$8.00, fumigating \$20.00; stevedore discharging lighterage at upper quarantine; making a material increase of the above charges at New York.

H.—Shewing the quantity of wheat, corn, and flour, (in bushels) shipped from five of the principal shipping ports of America in the year 1879.

	Bushels.
New York.....	119,502,350
Baltimore.....	55,560,924
Philadelphia.....	32,224,767
Boston.....	15,756,308
Montreal.....	18,138,322

There was a total of 241,000,000 bushels shipped, being an increase of grain shipments over 1878, of 47,900,000 bushels.

Port Charges and Expenses.

It will be seen in statement "F" that the port and custom charges at New York on a ship of 800 tons, exceed those of the Port of Halifax by the large sum of \$360.40

In statement "G" it will be seen on examination that tonnage and brokers commission make a large item in the expenses of a ship at the American ports. Towage at this port costs such a small trifle that it is not worth while considering when making up a bill of charges on a vessel; broker's commission will not exceed half of what is charged in the United States ports. Labor of all kinds is much cheaper here, lumber required by ships for ceiling cargoes is a large item of cost in America, which, we can furnish here much cheaper, making the elevator free to the ship as is the custom at Boston and Philadelphia. I have no hesitation in stating that the expense on an 800 ton grain ship at Halifax would be all of \$1,000 less than at New York.

I am yours, respectfully,

JOHN A. MACKASEY.

OTTAWA, 26th October, 1880.

SIR,—I have to acknowledge the receipt of your communication of the 7th inst., with accompanying documents, in reference to freight rates over the Intercolonial Railway, and to inform you that the subject will be considered.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

JOHN A. MACKASEY, Esq., Halifax, N. S.

OTTAWA, 1st December, 1880.

GENTLEMEN,—I have the honor to state that representations have been made to the Honorable Minister of Railways and Canals, to the effect that your action with regard to winter freight for the West, diverts that freight from the Port of Halifax, the Intercolonial Railway and the Canadian Railway system, its route in former years, and results in its finding its way *via* Boston and the American roads.

The Honorable Minister desires to remonstrate with you in such a course, and to express his surprise that you should pursue a policy so detrimental to the interests of Canada, feeling as he does, that it is well known to you, that in order to give increased facilities to this traffic *via* Halifax, and the Canadian lines, he has during the past season caused the wharf and shed accommodation at Halifax to be enlarged and improved, and had also made arrangements for the utmost despatch of a large volume of business over the Intercolonial this winter. Farther, with a view of procuring return grain cargoes for your steamers, he has endeavored to encourage a western bound traffic *via* Halifax, by authorizing a rate of freight on grain so low as to be pronounced by ship owners to be a most important feature in promoting this traffic, and eminently satisfactory. Again, inasmuch as your established division of through rates is undisturbed, and the establishment of western bound rates is in your hands, it appears to the Honorable Minister that your interests in this business should coincide with those of Canada, and that you would be disposed to render him every assistance in guiding that traffic to a Canadian route for the West, instead of diverting it to an American channel.

I am further to remind you that, with the intention of arriving at a thorough understanding with you in regard to this business, the Chief Superintendent and General Traffic Agent of the Intercolonial Railway waited upon you in Montreal, early in the season, for the purpose of conferring with you upon it, and of making such arrangements as would secure this trade for the Canadian route. These gentlemen reported that a thorough understanding was arrived at, an understanding so satisfactory to yourselves that though you anticipated a keen competition in the port of New

York, you expressed yourselves convinced that your steamers and the Canadian railways could hold the traffic against all comers; and so well satisfied did you appear to be with the facilities for quick despatch afforded by the Intercolonial and Grand Trunk Railways, that you are said to have intimated an intention of issuing a circular to agents and importers in the West, setting forth the advantages of doing business through our steamers and railways. So far, however, the Honorable Minister is not aware that such a circular was issued.

Depending upon your assurances, the Honorable Minister anticipated a heavy volume of traffic *via* Halifax and the Canadian route to the West, and his disappointment was great upon learning that you had not made the customary arrangements at Halifax for the reception of the usual business, and had sent to that port but one clerk to receive the first cargo of the season, instead of three or four clerks and a number of checkers and coopers, as in former years; and when he was informed that your first steamer had arrived at and departed from Halifax, leaving a few tons of freight only, and carrying the bulk of the cargo destined for the West to Boston, the Honorable Minister could but feel that it had been pre-arranged to carry such freight as had formerly been landed at Halifax to an American port.

The Honorable Minister has therefore instructed the Chief Superintendent of the Intercolonial Railway to call upon you immediately, and, if possible, to ascertain the cause of the sudden change in your line of action, and to confer with you again in this most important business; and he trusts that the agents of the Intercolonial Railway, who are on the alert to secure business for the Canadian route, may, with your co-operation, yet be enabled to work up an increased traffic during the present winter season.

I have the honor to be, Gentlemen, your obedient servant,

F. BRAUN, *Secretary*.

Messrs. HUGH and ANDREW ALLAN, Montreal.

Allan Line Royal Mail Steamships.

WINTER ARRANGEMENTS.

On the close of navigation on the St. Lawrence, the Royal Mail Steamships of the Allan Line will make Boston their winter port, and will call at Halifax on their voyage out and home.

The first steamship from Liverpool for Boston, under the winter arrangements will be the *Polynesian* and will leave Liverpool on the 11th of November, returning will leave Boston December 1st, and Halifax on Saturday, December 4th.

Tickets will be available by Halifax or Boston. The steamship of the fortnightly line between Baltimore, Halifax, St. Johns Newfoundland, Queenstown and Liverpool will leave Baltimore every alternate Tue-day, same as at present.

H. Boucher, General Passenger Agent, Allan Line, corner King and Young Streets.

HALIFAX, N.S., 29th October, 1880.

MY DEAR SIR CHARLES—I notice that the Allan steamers are now advertised to make Boston their winter port on this side of the Atlantic for the coming winter, instead of Baltimore as was formerly the case. This applies only to the weekly boats. The change from Baltimore to Boston will not of course affect postal accommodation, as the steamers will call here on their way out and home as formerly, but I fear most of the Western freight will be carried past here, and find its way to Western Canada through Boston, &c.

I was talking to the Hon. James McDonald about it to-day, and he suggested my telegraphing to you on the subject, but I have no doubt the matter has already attracted your attention.

I am afraid the change will seriously affect the traffic receipts of the Intercolonial Railway during the coming winter.

Will not most of the through freight for Montreal and the West be taken to Boston, &c., on by the Vermont Central or other American lines? Will not arrangements be made for the transit of such freight through the United States, and probably as the mileage is so much less, at a lower rate than by the Intercolonial? These points, I am sure, will have received your best consideration, not only in the interest of Halifax, but of the Intercolonial Railway.

I am unable to see the mail contract with the Allan line here. There may be some condition in it that could be made use of so as to enforce the obligation of a Canadian port being made their headquarters, or that at any rate no undue preference should be given to a foreign port so as to affect the trade of our own ports on the railroads leading from them.

I hope that my apprehension that this change will be prejudicial to Halifax, or at least to the I. C. R., may prove to be groundless, and I should be glad if you can reassure me on that point.

I remain very truly yours,

M. B. DALY.

HALIFAX, N.S., November 19th, 1880.

SIR,—As President of the Halifax Chamber of Commerce, I had the honor of submitting for your consideration and that of the Department of which you are the head, a report of the Committee appointed by the said Chamber, for the purpose of ascertaining the facilities which this city affords as a winter port for the Dominion of Canada.

The Committee referred to was composed of leading merchants, all of whom had given the matter earnest attention, and their report was the result of facts carefully collected and compared, by which they were satisfied that a large fleet of vessels could be procured to carry grain at sixpence sterling per quarter less than from American ports, terminal charges being equal. This result was further confirmed by the testimony of one of our largest Yarmouth ship-owners, who by a separate and distinct calculation arrived at the same conclusion. I forwarded the report to you on the 18th of March last, and on the 9th of April following received from your Secretary an acknowledgement of its receipt; also from Mr. Schreiber, Chief Engineer, a brief note to the effect that the subject was receiving most anxious consideration. Since that time to the present, neither myself nor the Chamber I have the honor to represent, have received a communication of any kind either from you or the Department relative to the subject, nor have I heard of any attempt made to bring this matter to a satisfactory conclusion. If the statements submitted by the Committee were not sufficiently explicit, or the information contained in their report inadequate for the Department, the Committee would have willingly done anything in their power to procure what was considered necessary, and have forwarded same to you at the earliest possible moment, and are still prepared to do so. If, on the contrary, the report submitted was satisfactory and statements contained therein, verified by the Department, may I ask you to kindly inform me at your earliest convenience, what steps, if any, have been taken to practically test the matter during the coming winter?

This community has heard with no little alarm, that the Allan boats advertise to carry goods destined for the Upper Provinces, from Great Britain *via* Boston, at the same through rate as *via* Halifax, and that they further intend to make Boston their terminal point during the ensuing winter. If the reason for this is, that "through goods" were subjected to delays on the Intercolonial last season, have any steps been taken to prevent a repetition of such delay, and if so, have shippers and the mercantile community been notified to that effect?

Considering the large amount annually paid to the Allan line of steamers for mail service, I cannot but think they show a strong apathy respecting the interests of this port and those of the Intercolonial Railway.

For the future, in taking tenders for the carrying of the mails, might it not be worthy the consideration of the Government, the advisability of stipulating that any line tendering must be prepared to make Halifax its terminal point during the winter months.

Were such a policy pursued and the interests of the Intercolonial Railway identified with the ocean line of steamers, I cannot but think it would result in a fairly remunerative trade to both, while, at the same time, it would bring about the promise so temptingly held out at the time of Confederation, and during the building of the Intercolonial Railway, not to mention those so freely made during the last election campaign, of making Halifax the winter port of the Dominion.

Had you been in the country, I would have written you on this subject sooner, and I sincerely trust that you will favor me at an early date with as definite a reply as is within your power. If the Government have decided that the scheme is impracticable, the sooner our merchants are advised with reasons for such decision the better, as it is hardly a kindness to allow myself and others to continue agitating a project, which the powers that be have definitely decided against.

I have the honor to be, your obedient servant,

JOHN DOULL,

President of the Halifax Chamber of Commerce.

HON. SIR CHARLES TUPPER, C. B.,
Minister of Railways and Canals.

NOVEMBER 29th, 1880.

In reply to your letter of November 19th, I have to say that I directed the Superintendent of the Intercolonial Railway to secure two cargoes of grain this season in order to ascertain if it be possible to maintain such a business, and with the intention of submitting a proposition to Parliament to erect an elevator at Halifax; if the experiment proves successful arrangements are now being made for that purpose.

The Railway Department have provided for the prompt transmission of through freight *via* Halifax, which are admitted by Messrs. Allan Bros. to be quite satisfactory, and every effort is being made and will be made by this Government to make Halifax the winter port for Canada. As you are aware a large expenditure has been incurred this season in providing additional wharf and other freight accommodation at Halifax.

CHARLES TUPPER.

JOHN DOULL, Esq.,
President of Chamber of Commerce, Halifax,

HALIFAX. 23rd November, 1880.

MY DEAR SIR CHARLES,—I wrote you some time ago about the probable effect of the change to be made as regards the winter terminus of the Allan Mail Steamers. The first of the weekly boats for this season has lately arrived and gone on to Boston. A very small portion of the Canadian freight, only about seven tons, was landed here and the rest was taken on to Boston. The steamer did not even go to the Richmond Wharf, and it really seems that it is the intention of the owners of the line to give all the freight they can to the Vermont Central rather than the Intercolonial Railway. This state of affairs is causing much unfavorable comment, and I hope sincerely you will be able to do something towards remedying the evil.

I fear we shall always have these sort of difficulties to contend with until Halifax is in a position to find return cargoes for these ships. In the interest of the Intercolonial Railway, it is to my mind most desirable that nothing should be left undone that

would in any way tend towards attaining the end in view. The erection of a grain elevator will be the first requisite. I hope it is going to be provided for at the next Session. I merely write to keep the matter before you, and trust you will be able to take some measures to place it out of the power of our friends to upbraid us, as they now seem inclined to do, with the statement that we have made no progress with the winter port question.

I remain yours faithfully,

M. B. DALY.

DARTMOUTH ROPEWORKS,

HALIFAX, N.S., 24th November, 1880.

DEAR SIR,—I wrote you on the 12th inst., and now ask you to excuse me for again addressing you on the same subject. Before this is received you will have noticed the agitation in Halifax about the winter port, and the Government will probably soon have this subject under consideration. I venture to ask that when it is taken up you use your influence to make it an argument why the extension of the Intercolonial Railway should be made into Dartmouth.

Or, in other words, if elevators and more shipping facilities are needed in port, they may be provided on the Dartmouth side of the harbor.

I have always advocated the extension into Dartmouth, because the factories need it, the eastern part of Halifax County is entitled to it, and Dartmouth can show a probability of sufficient freight offering to make it advantageous to the Intercolonial Railway to have the connection; but strong as these arguments are, when others arise I think they should have every consideration.

I am writing and troubling you so soon again that you may have before you Dartmouth views when the consideration of granting further facilities to Halifax is taken up. I have been the more anxious to have these views before you thus early, as I know there is a feeling of jealousy amongst some of the citizens of Halifax at anything being done for Dartmouth, and I also think that it would be a great pity if any considerable expenditure in the City of Halifax should compel the Government to decide they were not justified in incurring any additional expense in this part of the Dominion, whereby our connection with the railroad system of the continent might be deferred for years.

When I wrote you last, I, at the same time, addressed Sir Leonard Tilley, who received a deputation on this subject, when he was here, asking him to confer with you. I have since heard from him, saying that he would, when you returned from the North-West. I hope, between you and the Honorable Minister of Justice, you may see your way clear to recommend to the Government the extension.

Trusting you had a very pleasant trip in the North-West,

I remain yours faithfully,

JOHN F. STAIRS.

HON. SIR CHARLES TUPPER, K.C.M.G.

HALIFAX, N.S., 26th November, 1880.

DEAR SIR.—So much business is going past the Intercolonial Railway and past our port, our laborers and ourselves, that it really becomes a serious matter.

The National Policy Tariff was arranged to necessitate tea and sugar being imported direct, so that we thought they would land from Great Britain here, at any rate; but it seems they can land at Boston at the same rate of duty. Cattle are being sent to Portland and Boston instead of to Halifax. All this deprives Halifax and the Intercolonial Railway of legitimate business of the Dominion, now made to benefit American ports. We have asked Mr. Taylor several important questions about rates on English through goods, and impatiently await his much delayed replies. France charges higher duty on goods from the Dominion *vid* London, than if imported direct. Can not something be done to establish Halifax as the national winter port? If

double subsidy had to be given to Allan's steamers to compel them to land and load here, the increased Intercolonial Railway freight would pay it all.

We are offered two steamers to load here, but nobody is ready.

Yours faithfully,

T. A. S. DEWOLF & SON.

Sir CHARLES TUPPER, Ottawa.

HALIFAX, N.S., 30th October, 1880.

DEAR SIR,—As the several ocean steamers touching at this port from England, carry their Canadian freight to Boston instead of landing it here, thus depriving the Intercolonial Railway of the business and the port of its benefits, could not the subsidy now paid for mail service be so arranged that the steamers would have to land all freight here and load back here as well? This would give the Intercolonial Railway its due traffic, our port and laborers the benefits of the National Policy, and make a winter port indeed. Shippers from here could then get facilities for shipping cattle, produce, etc., not now obtainable. Were tenders of steamers advertised for many would respond. Excuse our suggestions, but interests demand it.

I remain yours faithfully,

CHARLES F. DEWOLF.

Sir CHARLES TUPPER, Ottawa.

HALIFAX, 3rd December, 1880.

DEAR SIR CHARLES,—I have the honor to acknowledge your telegram of the 30th ult., which I did not fail to lay before the Chamber then sitting, immediately. It arrived most opportunely, though as you may have noticed, did not meet with that generous response you might have reasonably expected would be vouchsafed to your expressed warm interest in the question at issue.

Allow me, as briefly as possible, to submit to you the reasons which suggest themselves to my mind for such lukewarmness on the part of our merchants, all of whom, I believe to be actuated with but one wish, namely, the desire to make Halifax, not by experiment, but by careful forethought and ample provision against contingencies, the "winter port of the Dominion." I have first to direct your attention to the fact that the idea of experimental cargoes originated with Mr. Brydges, and not with the Joint Committee formed from members of the Chamber of Commerce, the City Council and the Importers' Association. Mr. Brydges met Mr. Black, at Moncton, then on his way west to obtain information respecting this question, and he (Mr. Brydges) then repudiated the idea the Committee had been led to entertain, namely, the willingness on the part of the Government to carry grain over the Intercolonial, at 1s. 3d. sterling per quarter, from Rivière du Loup to Halifax. He qualified his remarks, however, by agreeing to try two experimental cargoes at the sum mentioned which, though Mr. Mackenzie, at that time Premier of the Government, objected to at first, he finally consented to the rate for these initiatory cargoes. After considerable labor on the part of Mr. Black, in conciliating the conflicting interests of the Intercolonial, the Grand Trunk and the Allan Line, everything was prepared for the two experimental trips save the expense of bagging of the grain, which was immediately provided for by a subscription raised by the merchants of the city. The matter was deferred in consequence of the Allan Line being, at that time, unable to place steamers at the disposal of the Committee, with sufficient notice of their date of sailing to enable them to make the necessary provision for cargo. It is true that Sir Hugh Allan telegraphed Mr. Black, representative of the Committee, that the S.S. Austrian would take a cargo from Halifax were it in waiting on a certain date, but the interval was too short for the Committee to complete arrangements in a satisfactory manner, more especially as Mr. Black had in the meantime return from his delegatory trip; thus the matter ended for the time

being. It is here but right that I should mention, that a number of the Committee, in addition to others interested outside, were strongly, and still are, of the opinion, that to carry out the proposition of these initiatory cargoes was to jeopardize the whole scheme, as, in consequence of the limited capabilities of the Intercolonial they might have resulted in delays and mishaps of a most disastrous nature to this enterprise, thereby giving a handle to those opposed to the project not easily met and less easily disposed of. In the *second* place, I am not aware of any conveniences having been provided, by the Department of which you are the head, whereby such experimental trips may be carried to a successful termination, nor yet why the whole matter may not be placed on a permanent footing, without running the great risk of annihilating the whole scheme by risking its permanent success through failure from delay and other causes, by staking its success on several cargoes as proposed.

Thirdly. That in the face of the enormous expenditure decided to be made on the western portion of the line, the Government would be dealing in a most unfair and ungenerous manner with the interests of the eastern portion were they to hesitate in granting the necessary funds to fully equip the terminus in this city with an elevator and whatever other apparatus may be required to make our port what nature intended it should be, the outport for the productions of the Dominion during the winter months. As requested, I forwarded to you written copy of your telegram, dated first of March last, by mail. The Secretary of the Chamber of Commerce duly acknowledged your telegram of the 29th ultimo. I desire, personally, to thank you for your prompt reply to my letter. Your message did not cover all the points touched upon in my previous letter, but I presume you will reply more fully later.

I am yours truly,

JOHN DOULL.

Sir CHARLES TUPPER, Ottawa.

OTTAWA, 14th December, 1880.

SIR,—I am instructed by the Honorable Minister of Railways and Canals to acknowledge the receipt of your letters, dated the 19th ultimo and 3rd instant, upon the subject of the desirability of making Halifax the winter port of the Dominion; also, of the Report of the Chamber of Commerce accompanying your letter of the 18th March.

In reply, I am to assure you that the Honorable Minister is fully alive to the great importance of the subject, and I am to submit to you a brief sketch of his efforts in this direction, efforts which will not flag so long as there remains anything to be accomplished.

The late Government, in 1877, authorized a special rate over the line between Rivière du Loup and Halifax of 30 cents per quarter, on two trial cargoes of grain only, as an experiment. Upon consultation with the officers of his Department, Sir Charles Tupper found that the actual cost of transport over the Intercolonial Railway of through grain would be covered by a rate of $26\frac{1}{2}$ cents per quarter from Rivière du Loup to Halifax, and, with a view of encouraging European trade with the Port of Halifax, that rate was at once established. The line of the Grand Trunk Railway from Point Lévis to Rivière du Loup was also acquired by the Government, and re-laid with steel rails. This was accomplished in August, 1879, since which time this line has formed part of the Intercolonial Railway system. When this was done an appeal was made for a *pro rata* grain tariff over the whole line, which was readily granted, and after careful consideration a rate was fixed at $32\frac{1}{2}$ cents per quarter from Quebec to Halifax, which was afterwards reduced to a round figure of 30 cents.

This rate was pronounced by shipowners and others to be quite satisfactory, and certain to secure the traffic; but up to the present time no grain has passed over this route for shipment to Europe. Finding this, a great effort is being made to send forward a couple of cargoes in order to test the question further, and instructions have been given to keep a minute detailed account of all expenses, so that bagging and other extra charges, which would be saved by an elevator, should not militate

against the results of the trial. Every endeavour is also being made to ascertain from the trade all things really essential to the conduct of business of this nature. All this is being done in order that a correct conclusion may be arrived at as to the prospects of this traffic, when conducted with the aid of an elevator and other facilities at Halifax.

With a view of relieving the general merchandize wharf at Halifax of the timber trade, the Minister caused additional wharfage to be provided; and for the better accommodation of general traffic to increase the warehouse capacity to a large extent. Also, to induce ocean steamers to call at Halifax, he effected the removal of a rock barrier from the coal buttes, so as to enable the largest vessels to approach with safety for coaling purposes. Besides all this, arrangements were made under his direction for the most rapid transmission of freight over the Intercolonial Railway, arrangements with which the Messrs. Allan expressed themselves so highly satisfied that, in their opinion, the Canadian route *via* the Grand Trunk, the Intercolonial and the port of Halifax would, with the aid of the arrangements effected with the Allan steamers, hold the European traffic against all competition.

In view of the expressions on the part of the Messrs. Allan alluded to above, the surprise of the Minister was great on being informed that the steamers of that Company were carrying Canadian freight past the port of Halifax to an American port. He had, in several interviews, urged upon Sir Hugh Allan the necessity of his co-operation in assisting to secure this trade for Canada, and to make the trial a success. Subsequent to one of these interviews, Sir Hugh Allan made a proposition in writing, to the effect that if the Government would carry the terminus of the Intercolonial Railway to Dartmouth, his firm would acquire property at that place and build wharves and elevators sufficient to accommodate a large traffic. But inasmuch as this offer was accompanied by conditions as appeared to the Minister objectionable, it was not concurred in, and Sir Hugh Allan subsequently requested that the matter should be deferred.

I am instructed to add that no exertion will be spared to effect so desirable an object as to make Halifax the winter port of Canada.

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

F. BRAUN, *Secretary.*

JOHN DOULL, Esq.,

President, Chamber of Commerce, Halifax.

MONTREAL, 11th December, 1880.

SIR,—We have the honor to acknowledge your letter of the 1st instant.

In that letter you inform us that representations have been made to the Hon. Minister of Railways and Canals to the effect that our action with regard to winter freight for the west diverts that freight from the port of Halifax, the Intercolonial Railway and the Railway system—its route in former years—and results in its finding its way *via* Boston and the American ports; and you proceed to remonstrate with us, and to express surprise at our conduct, assuming the representations made to the Hon. Minister to be correct, without having given us the opportunity of stating the facts.

We propose, therefore, in the first instance, to submit to the Hon. Minister our reply to these representations.

When we were instructed to deliver and receive the Canadian mails at Halifax, it became necessary for us to consider in what way we could procure adequate freight and passengers for our ships, as it was well known that the traffic in connection with the port of Halifax alone would not be sufficient for the steamships we employ in the carriage of the mails. We, therefore, at that time selected Baltimore as the port at which we expected to obtain such amount of business for our fleet as would be necessary to supplement the quantity obtained or deliverable at Halifax. And during the past winters we made that port the ultimate terminus for our ships.

At the same time we offered every facility in our power for the carriage of inward-bound freight *via* Halifax and the Intercolonial Railway, and we made such through-rates for freight as would compete with American routes, although such freight had to traverse about 500 miles of railway before it reached a point corresponding to Portland, Boston, and New York in point of distance from the main centres of trade in Canada, the additional expense this caused necessarily falling upon the ocean carriers.

But notwithstanding the sacrifices we made in that respect, it cannot be said, as in your letter, that the winter freight for the west adopted the route of the Intercolonial Railway; as the main bulk and volume of that trade always passed through the ports of New York, Boston or Portland. And we must add that freight shipped by those ports reached its destination in the west more speedily than that which followed the route of the Intercolonial and Grand Trunk Railways; and the inconvenience and injury caused to consignees by this delay, created much discontent with the Allan line in the trade, and much falling off in its volume.

The only change that has been made in our arrangements for the present year is the adoption of the port of Boston as the ultimate terminus of our ships, instead of the port of Baltimore. Our action in regard to winter freight for the west is precisely the same as it always has been since Halifax was made the winter port for the mails.

We have adopted a uniform tariff of charges for freight from our ports of departure in England to any point in Canada, whether the freight be transmitted *via* Halifax or *via* Boston. Our circulars to our agents make no distinction between the routes. By our placards and circulars we offer to carry freight and passengers from Liverpool both to Halifax and Boston. We offer to issue bills of lading from Glasgow and Liverpool *via* either Halifax or Boston to all points in Canada; and we state our connections to be *via* the Intercolonial and Grand Trunk Railways *via* Halifax, and by the Central Vermont and Grand Trunk Railways, and by the Boston and Albany, New York Central and Great Western Railways *via* Boston.

Our positive instructions to our agents are to send all Quebec and Montreal *via* Halifax, unless specially ordered to go by Boston. And we are prepared to give the same accommodation and the same despatch to western-bound freight shipped *via* Halifax, as to similar freight shipped *via* Boston.

We are at a loss to know how any more than this can be required of us; and we think that if the idea prevails in any quarter, that any further duty is incumbent on us, it must arise from a misconception of our position and business.

It must be observed, as already stated, that the length of railway to be traversed by freight *via* the Intercolonial Railway is greater than that *via* Boston, Portland and New York, by the distance between Rivière du Loup and Halifax, or over 500 miles. It is probably unnecessary to remark that transport by railway is more expensive than transport in sea-going ships, or in other words, that a ship could carry cargo 500 miles further by sea, cheaper than it could be transported 500 miles by railway. Yet, in order to meet the views of the Government, we virtually carry freight to Rivière du Loup for the same price as to Boston; since the cost of transport from Halifax to River du Loup comes out of the legitimate rates for ocean carriage. In addition to this disadvantage, the calling at Halifax destroys our passenger traffic. The local passenger traffic at Halifax is very small, and passengers prefer going to New York or Boston to the long railway journey by the Intercolonial Railway and Halifax, and this, notwithstanding that we assume the same position with regard to passengers, that we do in regard to freight, by paying for the extra railway carriage *via* Halifax out of the ocean passage money.

If there were much local trade at Halifax, these disadvantages would be to some extent mitigated, but practically, we may say, there is none. The entire local trade carried by the *Polynesian* to Halifax, on her last voyage was four tons in weight and twenty-four tons in measurement; and the entire local freight carried by the *Moravian* on her last trip was nine tons in weight and thirty tons in measurement. There is, therefore, little assistance from local trade at Halifax, towards the burdens we bear in endeavoring to further the ideas of making Halifax the winter port of the Dominion.

We have already shortly referred to the diminishing traffic *via* the Intercolonial Railway, and to the reasons given for it; and we desire now to state, that during former years we have received constantly recurring complaints as to the greater length of time occupied in the transit of freight *via* the Intercolonial as compared with that occupied *via* American ports; and some of our best customers in Ontario have notified us that they cannot longer continue to entrust us with their freight traffic, if it is landed at Halifax.

We are aware that the Government have made improvements in the wharf and shed accommodation at Halifax, as stated in your letter, and we believe there is ample accommodation for the quick despatch for a large volume of business over the Intercolonial Railway.

We are disposed to render the Honorable Minister every possible assistance in guiding through freight by a Canadian route to the west; and although we should not describe the interview we had with Mr. Pottinger, in the terms in which you mention it in your letter, we undoubtedly had a short interview with him at our own request, in which he informed us in effect that every despatch would be given to through business. And we repeat that we have done nothing that would justify the statement that our action has tended to divert western-bound winter freight from Halifax, and from the Canadian Railway route westward.

If the measures taken by the Government, and our own sacrifices in favor of the Halifax route, have failed to induce the shipment of freight by that route, it cannot be attributed to our action in any degree. We may remark that, as we offer equal advantages by both routes, the choice of routes will necessarily depend entirely upon the shipper or consignee, and can in no respect depend upon or be influenced by us. And if the one route be chosen in preference to the other, it must be either because of some natural advantage in the route itself, or because of some advantage of the business on one route over the other, between the ocean terminus and the point of destination. It is plain that with either of these causes we have nothing to do.

With regard to the staff provided at Halifax, we were last year assailed in the newspapers for taking a large number of employées down there, which we only did because we had no use for them at Montreal, and it was too far to send them to Baltimore.

This year, having use for clerks and employées at Boston, and remembering the former objections at Halifax to our sending them there, we determined to engage such staff as we might need at Halifax, sending an experienced person there to instruct them in the duties they have to perform. You will admit that if we meet with equal censure, whether we send employées to Halifax or not, our position becomes a difficult one; and the simplest solution of it is to follow the course which satisfies our business needs, and which at the same time provides for the efficient performance of the duties of our Halifax service.

But it must be again observed that having done our part to give equal facilities (to our own disadvantage) to traffic *via* the Intercolonial Railway and traffic *via* Boston, we do not see how we can be called upon to take further steps, nor how we can be held responsible for the failure of the efforts hitherto made to influence the western-bound freight traffic of the country by way of Halifax and the Intercolonial Railway.

We have large connections with railway companies throughout the northern portion of the United States as well as throughout the Dominion, and it is impossible for us, as ocean carriers, to take any prominent action as the advocate of one line of railway over others without arraying against ourselves the combined opposition of railway companies to whom we, in a large measure, owe our traffic.

A short railway line with quick despatch, must always have a preference over a long route. This natural difficulty may no doubt be to some extent surmounted by persistent and energetic canvassing for business, by establishing exceptionally low rates; and by utilizing the enterprise of merchants at the point desired to be benefited. But none of these duties appear to devolve upon us.

We do not know how far the Agents of the Intercolonial Railway have endeavored to procure traffic *via* that railway. But it is evident such efforts as have been made in that direction have had a limited measure of success.

Success in making Halifax the winter port of the Dominion depends therefore, in our view, upon a number of circumstances, of which the cheapness of ocean freight and the efficient transaction of business connected with ocean carriage is only one. We have done our part in these respects.

We are prepared to carry freight on the same terms by either route, and are ready to give the same facilities to it by both routes. But we will venture to remark that the first essential to the creation of a winter port is, that freight can be induced to pass to that port, and that if freight in sufficient quantities to load our vessels cannot be attracted to Halifax, we cannot be denied the privilege of seeking it elsewhere. And while we offer equal advantages to both the ports to which our vessels ply, we cannot be held responsible for the fact that one of them has greater success in its traffic operations than the other.

We have the honor to be, Sir, your obedient servants,

H. & A. ALLAN.

F. BRAUN, Esq., Secretary, Railways and Canals,

OTTAWA, 15th December, 1880.

DEAR SIR,—Referring to my letter of this date respecting *Polynesian's* cargo, I beg to inform you that I have just received a telegram from Montreal, stating that the freight which was landed at Halifax by that steamer was discharged on the 22nd and reached Montreal the 25th ultimo, two weeks in advance of the freight which came *via* Boston.

Yours truly,

GEORGE TAYLOR.

C. SCHREIBER, Esq., Chief Engineer.

MONTREAL, 16th December, 1880.

To GEORGE TAYLOR, Ottawa.

Fruit *ex-Moravian via* Boston reached here only Tuesday last. No intelligence of any of *Circassian's* fruit for Montreal having left Boston yet. Dealers are disgusted and ordering to Halifax; quantity will be landed there by incoming steamer *Sardinian*.

G. W. ROBINSON.

To GEO. TAYLOR, Ottawa.

Have been given to understand that *Sardinian*, first mail boat from Liverpool, will land 76 immigrants and about three hundred tons freight for Quebec and Western Canada at Halifax.

R. McDONALD.

Circassian arrived at Halifax on 12th, and left for Boston 13th, as per my letter to-day.

G. T.

INTERCOLONIAL RAILWAY, OTTAWA, 16th December, 1880.

DEAR SIR,—I beg to inclose copy of telegram just received from our agent in Montreal in reference to transport of English goods *ex-steamer Circassian* at Halifax and *Sarmatian via* Boston. The *Sarmatian* arrived at Halifax at 12.15 a.m. on 6th instant, proceeding to Boston, and the first portion of her cargo reached Montreal

to-day, ten days after leaving Halifax. The *Circassian* arrived at Halifax on the 12th. Landed cargo (fruit) for Quebec and Montreal, the Quebec portion arrived at destination early on the 15th instant, about two days from Halifax, and that for Montreal arrived at daylight this morning, less than three days. Therefore you will perceive that the cargo which left Liverpool a week later, shipped *via* Halifax, arrived at destination in advance of the shipment made *via* Boston.

Yours respectfully,

C. SCHREIBER, Esq., Chief Engineer.

GEO. TAYLOR.

Copy of telegram referred to :—

GEO. TAYLOR, Ottawa.

MONTREAL, 16th December, 1880.

Fruit from Halifax ex-*Circassian* reached Quebec early yesterday morning and Montreal before daylight this a.m. First car freight from Boston ex-*Sarmation* arrived here only to day.

G. W. ROBINSON.

MONTREAL, 11th November, 1880.

SIR,—The *Chili*, a fine iron barque of 678 tons register, just arrived at Halifax from Manilla with cargo sugar consigned to myself and for account the St. Lawrence Sugar Refinery of Montreal. The owner, failing a return grain cargo from here, has ordered her to proceed to Portland. Now I am prepared to charter at Halifax to load grain to any port in the United Kingdom or Continent; and as I understand the Government is desirous of making one or two experimental cargoes to test the capabilities of Halifax as a winter port, will you kindly instruct the officers of the Intercolonial to grant the necessary facilities entitled to load the vessel, equivalent rates to Portland or Boston, rather than see such a fine vessel coming to Halifax fully loaded and having to go away with ballast. I am a staunch supporter of the present National Policy, and I do sincerely hope you will take up this matter speedily, as there is no time to be lost, and I feel sure you will if, as I am informed, it is the intention of your Government to give it a trial; and now you could not have a better opportunity, with all the circumstances surrounding the import into Halifax, which must be followed by others from the East Indies generally.

I am, Sir, yours respectfully,

S. B. HEWARD.

SIR CHAS. TUPPER, K.C.B., Minister of Railways.

RAILWAY DEPARTMENT, MONCTON, 13th December, 1880.

DEAR SIR,—On Wednesday, December 1st, when in Montreal, I called on Mr. Sargeant and Mr. Porteous, of the Grand Trunk, and had a conversation with them relating to the through freight from England for Montreal and the West. I saw them separately. They both said that, although the Grand Trunk received a portion of the freight charges, when these goods come by the way of Boston, yet when they came by the way of Halifax the amount they received was much larger, and therefore the recovery of this through business for the Intercolonial would be an advantage to the Grand Trunk. They did not, however, feel like fighting for the business, as they had already almost as much as they could well handle, but they would be glad to see it recovered for the Halifax route, and they would give quick despatch to any freight by that route to enable the Intercolonial to meet competition by the way of Boston.

Mr. Sargeant said that the action of the Allans was a clear departure from the understanding entered into between us in August last, that that arrangement was perfectly satisfactory so far as the Grand Trunk was concerned, and he was prepared to carry it out.

Mr. Porteous said that the freight which arrives by the first steamers of the season is chiefly heavy goods, and for that reason the Allans were probably anxious to carry it to Boston, the destination of their ships, to assist in ballasting them.

The following day, December 2nd, at 11 a.m., I called by appointment on the Messrs. Allan, taking with me Mr. G. W. Robinson. We were met by Mr. Andrew Allan and Mr. Smith. I said that I had called for the purpose of talking over the matter of the through business, as I wished to ascertain, if possible, the reason why the arrangement made in August last had been departed from, and the through Canadian business sent almost entirely by the way of Boston, instead of by Halifax, as in former years.

Mr. Allan replied that at the time of my visit in August last they did not know where their steamers would run during the winter. The decision was arrived at subsequently, and the reasons for the change were that it took a less number of steamers to do the service between Boston and Liverpool than between Baltimore and Liverpool, six steamers now doing the service instead of seven. His firm wished also to recover their freight and passenger business, which, ever since they commenced running to Halifax, had fallen off. They also wished to be in a position to get a portion of the through freight which usually came by way of New York.

I asked Mr. Allan, if, in view of the business relations which had existed for some years between his firm and the Intercolonial, and of the interview I had with him in August last, which was solicited by himself, would it not have been a more proper course on the part of his firm to have notified, either the Intercolonial officials, or the Department at Ottawa, at the earliest possible moment of a change of policy which was likely to affect the Intercolonial to so great an extent, so that we might have provided for the change, even to the extent that the Central Vermont Railway did, they having sent a person to England to look after the business.

Mr. Allan replied that as soon as the arrangements for running the boats to Boston were concluded every publicity was given to it in the newspapers. He said he now heard for the first time of the Central Vermont Railway having sent any person to England.

Both Mr. Allen and Mr. Smith stated that they had not discriminated in any way in favor of the Boston route as against the Halifax route, and that they did not use their influence in favor of Boston. The same rates for freight and passage are quoted each way, *via* Boston and *via* Halifax. They read a letter to their Liverpool agent, dated October 15th, telling him not to use his influence for any particular route, but let shippers choose for themselves. Subsequently, on Monday, the 29th November, which was the day the *Moravian* arrived in Halifax, they cabled instructions to their Liverpool agent that in all cases where goods for Montreal and Quebec were not specially directed to be sent by way of Boston they were to be sent by way of Halifax. They stated that during the summer the Grand Trunk gave excellent despatch from Point Levis to Montreal and Toronto; beyond that point, however, there were great delays, even in summer. Last winter the delays to freight on the Grand Trunk were great, and they, Messrs. Allan and Smith did not dare to hope that the Grand Trunk would give quicker despatch this winter. They stated that the Intercolonial brought the freight rapidly and satisfactorily to Chaudiere Junction, but that it was not forwarded promptly from there by the Grand Trunk, as the interests of the latter are greater in the Portland route.

Mr. Smith read a number of extracts from the reports of their travelling agent to show the difficulty that they had in getting and retaining Ontario freight, even in summer, owing to the competition with New York lines; the average time from Liverpool to Toronto by the New York lines being only fourteen or fifteen days, and the difference of time was more marked for all points west of Toronto. Some of the importers positively refused to have their goods sent by the Grand Trunk in consequence of the delays on that line. One of the reasons given by some of the Toronto merchants for not shipping by the Grand Trunk was the great delay in settling claims. It was stated that the New York lines, on the other hand, settled promptly.

Both Mr. Allan and Mr. Smith stated positively that it would be quite useless to canvass for points west of Toronto. They said that while all the other railways had travelling agents looking after business the Intercolonial had none, and that heretofore their travelling agent had done the work for the Intercolonial. I asked them why, if this was such a necessity, they had not spoken of it when I called in August. This they did not answer, but said they had spoken on the subject to Mr. Taylor, Mr. Black, and to Mr. Robinson.

I may explain here that while the Allan steamers ran to Baltimore, and landed their Canadian freight at Halifax, the Allans had an undivided interest, so that their agents, when working for their own firm, were, of course, assisting the Intercolonial also.

Mr. Taylor tells me that the Allans never spoke to him about a travelling agent, and Mr. Robinson told me that they had only spoken to him of the travelling agent the day before we called.

You will notice that Mr Allan said there was no discrimination, and that the rates were the same by way of Halifax as by way of Boston. I find, however, upon examining the rates for passage on the table they issue that one of the rates of cabin passage is lower by way of Boston than by way of Halifax, as follows:—

Montreal to Liverpool:

Cabin, *via* Halifax... \$67, \$78, \$88. Servants in Cabin. \$68

Cabin, *via* Boston... 53, 78, 88. Servants in Cabin. 58

Return tickets, Montreal to Liverpool and back to Montreal:

Cabin *via* Halifax... \$121, \$147, \$162. Servants in Cabin. \$121

Cabin *via* Boston... 112, 147, 162. Servants in Cabin. 112

Mr. Allan admits that the ocean rate that their steamer receives by way of Boston is \$50, whereas they charge \$54 from Halifax to Liverpool. The land proportion from Montreal to Halifax being \$13, added to the rate of \$54, makes \$67, the lowest rate they charge from Halifax.

From all the foregoing, you can easily see that we can expect very little assistance from the Messrs. Allan in securing Canadian goods for the Canadian route. As you have no doubt observed, very few passengers have landed at Halifax from any of the steamers, the most of the Canadian passengers having gone on to Boston; and the quantity of freight landed at Halifax has been very small indeed. Mr. Hickson came out in the *Sarmatian*, and you will remember you sent the Intercolonial Car 34 to Halifax to meet him. The private car of the Central Vermont was also sent, and Mr. Drinkwater, his assistant, went to meet him. I was informed by Recho, the car conductor, that he saw Mr. Hickson, and had induced him to land, but the captain of the steamer told him that it would take four hours to get his baggage, as it was buried under a large quantity of Boston baggage.

He, therefore, remained on board, and went to Boston. On learning this, I sent the following telegram to Messrs. H. and A. Allan, Montreal:

"I understood you to say that no obstruction would be placed in the way of through passengers who desired to land at Halifax, instead of going on to Boston. I find, however, that difficulties are put in their way. A passenger for Montreal by the *Sarmatian* wished to land at Halifax, but was told by the captain that it would take four hours to get his baggage out."

On December 7th I received the following reply:—

"Not only is no obstruction placed in way of passengers, but, on the contrary, every facility is afforded to those desirous of coming by Halifax. The passenger to whom you refer had doubtless made election at embarkation to come by Boston, and had his baggage stored accordingly. If you will furnish us with the individual's name we will institute an enquiry, and advise you in due course of actual facts."

Notwithstanding the assertions in the latter telegram that no obstructions are placed in the way of landing, I am convinced there are some influences at work on board the steamer to induce passengers to go on to Boston. Only six cabin passengers landed from the steamer *Circassian* on Sunday morning, although there were a very much larger number booked for the Upper Provinces by way of Halifax.

The steamer arrived about 8 o'clock in the morning, and the mail train left at 10.15 a.m., so that the hour was quite a reasonable one, and I feel convinced the passengers were tampered with on board the steamer, or they would not have changed their minds and decided to go to Boston.

Both freight, passengers, and mails are receiving quick despatch over the Inter-colonial. The mails and passengers from the *Circassian* went through from Halifax to Montreal in twenty-eight hours and three quarters.

So far, there has been great delay in transporting Canadian freight from Boston to Montreal, and the freight landed at Halifax has been there many days in advance. The Messrs. Allan have informed importers that the delay by way of Boston is caused by Custom arrangements, and that delays by that route are not likely to occur hereafter.

I had almost forgotten to say that one of the difficulties under which we labor now in the freight transport of the through freight from the Allan steamers is that they do not come to the railway wharf at Richmond, as formerly, but remain at Cunard's wharf, in the city, and discharge there whatever freight they have for the West and St. John, as well as what they have for Halifax. All the freight to go by rail has, therefore, to be carted from Cunard's wharf to North Street depot.

This, of course, entails very great delay, and it also causes a liability to more or less damage to the goods, but of course the delay is the chief consideration at present.

As an instance of the extent of the delay, I may state that the steamer *Sarmatian* arrived on Monday morning last at 12.15 a.m. She went, as the other steamers have done, to Cunard's wharf, and discharged all her freight there; at 7 a.m. the hauling of the goods to our depot commenced, and the hauling was only completed in time to allow the goods to leave Richmond by our 3.50 p.m. train, fifteen and a quarter hours after the steamer arrived.

Had these goods been landed on our wharves at Richmond, as was the case last winter, they would have been forwarded at least ten hours earlier and would have reached Montreal before the arrival of the steamer in Boston.

I have written Messrs. Allan with respect to this delay, and have asked them to have the steamers sent to our wharves at Richmond in future to discharge, as the discharging of the freight at Cunard's wharf, and the carting of it to the depot, is militating very much against the Canadian route.

Every effort is being made by us to recover the through freight. Mr. Taylor left for the West by the mail train yesterday evening, and he will personally call on all the leading importers and induce them, if possible, to cable instructions to England that their goods shall come by way of Halifax. I anticipate, therefore, that in a very short time, we shall have recovered the best portion of the business.

C. SCHREIBER, Esq., Chief Engineer.

Your obedient servant,
D. POTTINGER.

OTTAWA, 15th December, 1880.

SIR,—We have the honor to hand you herewith, for the information of the Government, copies of certain Resolutions passed at a meeting of the citizens of Halifax, held on the 3rd inst.

We shall have the honor of waiting upon you, to-morrow, for the purpose of urging the adoption of such measures as will lead to the carrying into effect the wishes of the meeting.

We have the honor to be, Sir, your most obedient servants,

M. H. RICHEY,
M. B. DALY.

The Hon. Sir CHAS. TUPPEE, C.B., K.C.M.G.,
Minister of Railways and Canals

CITY OF HALIFAX, 10th December, 1880.

M. H. RICHEY, Esq., M.P., and M. B. DALY, Esq., M.P.,
For the City and County of Halifax.

GENTLEMEN,—We are instructed to enclose herewith copies of Resolutions passed at a meeting of the citizens of Halifax, held in the Academy of Music, on 3rd inst., and to request you to bring the same to the notice of the Dominion Government through the Hon. Minister of Railways.

We have the honor to be, Gentlemen, your most obedient servants,
STEPHEN TOBIN, *Mayor, and Chairman of Meeting.*
J. A. MACKINTOSH, *Secretary.*

RESOLUTION No. 1.

Whereas the directing of the Canadian carrying trade east and west, to the railways of a foreign country, is injurious, not only to the interests of the Intercolonial Railway, but also to those of the City of Halifax, the Province of Nova Scotia and the Dominion generally;

Therefore be it resolved,—That, in the opinion of this meeting, the subsidy for our Ocean Mail Service should be paid only to such company as will make its terminal Port within the Dominion.

RESOLUTION No. 2.

Whereas the Intercolonial Railway has not yet fulfilled the promise made previous to Confederation that Halifax would by it be made the winter shipping port of the Dominion, and whereas the necessary terminal facilities for making it so are still withheld;

Therefore be it resolved,—That this meeting requests our representatives in the Dominion Parliament to urge upon the Government the necessity of at once erecting a grain elevator, and completing such other terminal facilities as may be required at this port, and also of making such freight arrangements as will secure for the Intercolonial Railway a fair share of the carrying trade of this Dominion, both to and from the Atlantic seaboard.

RESOLUTION No. 3.

That whereas great advantage will undoubtedly result, not only to the Intercolonial but to our citizens of all classes, if Halifax be made the winter port of Canada;

Therefore be it resolved,—That all means in our power should be used publicly and privately, and our civil authorities requested to heartily co-operate with us towards attaining that object.

INTERCOLONIAL RAILWAY, OTTAWA, 14th December, 1880.

English Mail via Halifax.

DEAR SIR,—Referring to above, I beg to inform you that the steamer *Circassian* arrived at Halifax on Sunday, 12th inst., at eight (8) o'clock a.m. The mail and passengers were transferred and special express train dispatched for Quebec, Montreal and the west at 10.15 a.m. The train consisted of five (5) cars.

Time on Journey.

Left Halifax.....	10.15 a.m.	} 6h. 40m.
Arrived at Moncton.....	4.55 p.m.	

Delays, watering, etc., on the journey, 30 minutes.
 Changing engines and refreshments, Moncton, 35 minutes.
 Left Moncton..... 5.30 p.m. } 5h.
 Arrived at Campbellton..... 10.30 p.m. }

Delays, watering, etc., on the journey, 25 minutes.
 Changing engines, etc., supper, Campbellton, 20 minutes.
 Left Campbellton..... 10.50 p.m. } 5h. 56m.
 Arrived at Rivière du Loup..... 4.46 a.m. }

Delays, watering, etc., on the journey, 30 minutes.
 Changing engines, 10 minutes.
 Left Rivière du Loup..... 4.56 a.m. } 2h. 59m.
 Arrived at Chaudière..... 7.75 a.m. }

Delay on journey, watering, etc., 15 minutes.
 Average speed, including stoppages, Halifax to Chaudière Curve, 32 miles per hour.
 Average running time, exclusive of stoppages, Halifax to Chaudière Curve, 36 miles per hour.
 Left Chaudière Curve..... 9 a.m. } 5h. 55m.
 Arrived at Montreal..... 2.55 p.m. }

Delays, watering and wooding engines, and dinner, Richmond, about 40 minutes.
 Average speed, including stoppages, 27 miles per hour.
 Average speed, exclusive of stoppages, about 32 miles per hour.
 Time from Halifax to Montreal, twenty-eight hours and forty minutes (28h. 40m).
 Average speed, entire journey, including all delays for water, fuel and refreshments, about 30 miles per hour.

I consider this time can be made with perfect safety.

Yours respectfully,
 C. SCHREIBER, Esq., Chief Engineer, Ottawa. GEORGE TAYLOR.

MONTREAL, 17th December, 1880.

SIR,—I have seen Mr. Taylor of the Intercolonial Railway to-day. He has most certainly done all he could with the small amount of time left him, but from what I can see so as to enable the vessel to secure what I call a fair freight and still very low, viz., 4s. or 4s. 3d. per quarter, which I cable the owner to-night to try and accept, the rate named by Mr. Taylor is still four cents per 100 pounds too great, and the rate must not exceed 25 cents per 100 pounds through from Detroit to Halifax with despatch. However, there is no time to be lost as the grain has to come from Chicago to Detroit first, and thence on your through rate. I can plainly see your desire to help the project from the prompt manner your officials have taken it up, and I only hope for so small a reduction you will not allow it to fall through, or the vessel will leave Halifax in ballast. For my part I am doing all I can, and only wish to give the ship what she is entitled to, viz., a fair and moderate freight, nothing else; so as to help the "experimental scheme" to prove to Halifax, whether their port for a winter grain port is as good as Portland or Boston.

I am, Sir, your most obedient servant,
 Sir CHARLES TUPPER, K.C.B., Ottawa. S. B. HEWARD.

TORONTO, 22nd December, 1880.

DEAR SIR,—I beg to subjoin copy of telegram from our agent respecting cars sent to Halifax to meet the steamer *Sarmation* on the 6th instant. "Central Vermont car left Halifax, 3.20 a.m. on 6th instant, arrived at Montreal at 8.30 a.m. on the 7th, left Montreal for Boston at 6 p.m. same evening, and reached Boston at 10 a.m., 8th instant. Time from Halifax to Boston, fifty-two hours and forty minutes (52h. 40m.) from Halifax." The steamer arrived at Boston during the night, landed her

passengers at 9 a.m., Wednesday, 8th instant; therefore, you will perceive that the car left Halifax by mail train, was run to Montreal, remained there nine and a-half hours (9½h.) and reached Boston about the same time as the steamer landed her passengers.

C. SCHREIBER, Esq., Chief Engineer, Ottawa.

Your obedient servant,

GEO. TAYLOR.

INTERCOLONIAL RAILWAY, FREIGHT AND PASSENGER OFFICES, .

MONTREAL, 3rd January, 1881.

Grain Cargo for Barque "Chili."

DEAR SIR,—With further reference to the above and my letter of 27th ult., Messrs. Lord and Munn informed me last Wednesday p.m., that finding it impossible to obtain a sufficient quantity of suitable grain at Brockville or other points in Canada, they had decided to ship the entire cargo from Jubuit, and asked me to arrange for a supply of cars to be placed at shipper's disposal with the least possible delay. I did so, and the whole ninety cars were received there by Saturday, loading commenced immediately, and the last of the shipment left there yesterday for Halifax.

Thus, considering the short notice and the loss of at least a day in the furnishing of cars, owing to a blockade of snow and severe cold, may be considered remarkably good despatch, and gives general satisfaction to all parties interested.

C. SCHREIBER, Esq., Chief Engineer, Ottawa.

Yours truly,

G. W. ROBINSON.

P.S.—Another vessel, capacity about 2,200 quarters, is offering from Halifax, and a bid of 4s. 3d. sterling is made. No result arrived at yet.

G.W.R.

MONTREAL, 31st December, 1880.

SIR,—We have the honor to acknowledge the receipt of your letter, dated the 20th instant, on the subject of the winter port of the Dominion.

As that letter does not seem specially to call for a reply, we should not have troubled you on the subject, but for some erroneous impressions as to the facts which we think prevail in the mind of the Honorable the Minister of Railways and Canals, which we feel, in justice to ourselves, should be removed.

With regard to the proposal contained in Sir Hugh 'Allan's letter of the 8th March last, your favor only states one of the conditions he mentions on which wharves, elevators, &c., would be fitted up, and omits to notice the other conditions referred to in the letter, namely, that we should have an agreement with the Government as to the carriage of freight on through bills of lading on certain specified percentages; that this agreement should be for a considerable length of time; and that a certain continuance of our mail arrangement with the Government should be entered into.

We would also call your attention to the fact that in Sir Hugh's letter he expresses no opinion as to the extent to which the suggested measures would probably be successful; the fact being that his letter merely conveys our willingness, under reasonable precautions against serious loss, to join the Government in affording the most favorable conditions for the experiment, although we did not entertain sanguine hopes of its success.

The Minister is also under an erroneous impression as to the conversation with the Chief Superintendent of the Intercolonial Railway. We have never supposed that the Canadian route with between 500 and 600 miles of additional railway carriage, could compete successfully with shorter land routes for the traffic bound eastward; and we certainly never stated any opinion to the Chief Superintendent such as is

mentioned in your letter, as that opinion would be at variance with our own impressions on the subject.

We therefore, at this moment, hold the same opinion as heretofore with regard to the probability of a large traffic over the Intercolonial Railway by way of Halifax.

But we are also heretofore anxious to meet the wishes of the Government in offering any facility in our power for the encouragement of that route, and shall be well pleased if our fears as to its success should not be realized.

We also beg you will convey to the Minister our gratification at learning that the through freight westward is being carried so successfully in point of time. And we shall hope that as soon as the rapidity of transit which you inform us is now reached, is known, the quantity of such freight which will be shipped *via* Halifax will be much greater than at present.

We have the honor to be, Sir, your obedient servants,
H. & A. ALLAN.

F. BRAUN, Secretary, Railways and Canals.

HALIFAX, N. S., January 21st, 1881.

HON. SIR,—Within the last week I have had several consultations with Mr. Dewolf, relative to the City of Halifax refunding to ships their port and custom charges, when taking all grain or mixed cargoes from this port to Europe.

The fact of making Halifax a free port, it would be the best advertisement that the Dominion winter shipping port could have. When it would become to be generally known by ship-owners of the Provinces and by those in Europe, it would be the means of giving the trade a great impulse just so soon as the terminal facilities were completed.

Mr. Dewolf and myself have seen several of the Aldermen and the Mayor on the subject, whom all have stated their willingness to make the port of Halifax free to ships or steamers taking grain cargoes.

On yesterday we had a lengthened consultation with Alderman McIntosh (of Almon & McIntosh, bankers), a great and staunch friend of the Government on the same subject, when he authorized me to inform you that the City of Halifax will be made a free port. Mr. McIntosh is fully impressed with the great advantages that the City of Halifax will receive commercially and financially by being made a free port. He directed me to forward to you a copy of the resolutions passed by the Council in December last. (A copy of which please find enclosed from under the hand of the City Clerk, Thos. Rhind, Esq.)

It will be seen, on examination of the last clause in the resolutions, that it promises to give all lawful assistance to the winter port. Mr. McIntosh also desired me to say that under these resolutions passed by the Council, the return of the dues to ships will be arrived at when brought up for discussion.

The *Chili* finished taking in the loose portion of the grain cargo on yesterday evening, and she is now down at the new wharf taking in the balance of the cargo in bags, and it is expected the barque *Chili* will be ready for sea on about Tuesday or Wednesday next. The Captain is very well pleased with the despatch his ship has been receiving, and he has stated that he would sooner take a freight from this port by £250 sterling less than from an American port.

I have the honor to be, Sir, your obedient servant,
JOHN A. MACKASEY.

Sir CHARLES TUPPER, K.C.M.G.,
Minister of Railways and Canals.

Extract from minutes of City Council, December 8th, 1880:—

Whereas, at a mass meeting of the citizens of Halifax, representing every interest of the community, which was held in the Academy of Music on Friday evening last, 3rd inst., the following Resolutions were passed unanimously:

Whereas, the diverting of the Canadian carrying trade, east and west, to the railways of a foreign country is injurious not only to the interests of the Intercolonial Railway, but also to those of the City of Halifax, the Province of Nova Scotia, and the Dominion of Canada;—Therefore resolved, That in the opinion of this meeting, the subsidy for our ocean mail service should be paid only to such company as will make its terminal port within the Dominion.

Whereas, the Intercolonial Railway has not yet fulfilled the promise made previous to Confederation that Halifax would by it be made the winter shipping port of the Dominion; and, whereas, the necessary terminal facilities for making it so are withheld;—Therefore, be it resolved, That this meeting requests our representatives in the Dominion Parliament to urge upon the Government the necessity of at once erecting a grain elevator and completing such other terminal facilities as may be required at this port, and also of making such freight arrangements as will secure for the Intercolonial Railway a fair share of the carrying trade of this Dominion, both to and from the Atlantic seaboard.

Resolved, that whereas great advantages will undoubtedly result not only to the Intercolonial Railway, but to our citizens of all classes, if Halifax be made the winter port of Canada. Therefore be it resolved that all means in our power should be used, publicly and privately, and our civic authorities requested to heartily co-operate with us towards that object.

Resolved, that the City Council of Halifax is in hearty sympathy with the Chamber of Commerce, and this Committee of citizens in calling upon the Government of the Dominion of Canada to fulfil its engagements to make Halifax the winter port of Canada; and resolved, that this Council is prepared to give all lawful co-operation and assistance to the Chamber of Commerce and Committee of citizens in furthering the movement, passed unanimously.

(A true extract.)

JNO. RHIND, *City Clerk.*

RAILWAY DEPARTMENT, MONCTON, 13th January, 1881.

DEAR SIR,—You will be glad to know that our efforts to recover the Canadian freight by the Allan line of steamers for the Intercolonial have been attended with a fair measure of success.

I send you herewith a statement shewing the quantity arriving by each of the steamers up to the present time.

The Canadian freight landed at Halifax has increased from 7 tons by the first steamer to 603 tons by the *Moravian* which arrived on the 11th.

On the other hand, the Canadian freight taken to Boston has decreased from 1,009 tons to 326 tons. The remarkably quick time in which the Canadian freight has been transported over the Intercolonial has induced a great many importers to instruct the Allans and also to cable word to England to the senders of their goods to consign them by way of Halifax over the Intercolonial.

Mr. Taylor, when he was in the West a short time ago, saw a large number of importers, and in almost every instance he was able to convince them of the advantages of landing freight at Halifax.

The quantity landed at Halifax, as compared with that taken to Boston, may be expected to increase by each succeeding steamer, as the letters and telegrams of these Canadian merchants will be producing the effect intended.

At first when the steamers commenced running to Boston I did not feel certain whether we could successfully compete with the Boston route or not, but as the season has advanced and the working of the business has been developed it has become evident that Boston and the Central Vermont Railway can never compete with Halifax and the Intercolonial as regards time for goods landed from the same steamer.

For instance the mail steamer arrives at Halifax, discharges the mails at Cunard's wharf, and then goes to our wharf at Richmond where she commences discharging

her Canadian cargo. All the time the cargo is being discharged it is being loaded in the cars and sent off, so that when the steamer has discharged the last of her freight and leaves the wharf, all that is remaining in the stores to be despatched is the few car-loads just landed before she left the wharf. What she landed first would be a long distance on its way to Chaudiere, and the whole of the freight that she landed will have arrived, unless some serious accident takes place, at Chaudiere, the end of our line, before the steamer can possibly, under the most favorable circumstances, reach Boston.

Under these circumstances we may feel perfectly easy as to any competition which the Boston route can exercise for the Canadian freight, so long, of course, as the freight is landed from the same steamer at Halifax and Boston.

Your obedient servant,

D. POTTINGER.

C. SCHRIEBER, Esq., Chief Engineer, Ottawa.

Memorandum of English freight for Canada, not including Maritimo Provinces, per Allan line steamers :—

1880.		Via Halifax.	Via Boston.
November 21.	<i>Polynesian</i>	7 tons.	*950 tons.
" 30.	<i>Moravian</i>	7 "	282 "
December 6.	<i>Sarmatian</i>	43 "	544 "
" 12.	<i>Circassian</i>	41 "	1,009 "
" 20.	<i>Sardinian</i>	292 "	†624 "
" 28.	<i>Hibernian</i>	375 "	342 "
1881.			
January	2. <i>Polynesian</i>	507 "	578 "
"	11. <i>Moravian</i>	603 "	326 "

INTERCOLONIAL RAILWAY, GENERAL FREIGHT AGENT'S OFFICE,
MONCTON, N.B., 15th January, 1881.

DEAR SIR,—Your favor of the 29th November last, respecting the imports *via* Allan Line from Liverpool to Western Canada points being carried to Boston instead of being landed at Halifax as heretofore.

I beg to inform you that on the 12th ultimo, I proceeded to the west in order to ascertain the feelings of importers in regard to shipping from Europe *via* Halifax.

In Toronto, I called on the largest importers and found that, all things equal, they would give the Halifax route and Intercolonial Railway the preference.

Messrs. McMaster and McCluney were quite satisfied with the time and rates of last year, and agreed to order a shipment *via* each route (Halifax and Boston) in order to test the time, &c. I guaranteed them equal rates and assured them that our time during this season, so far, was much better, than by any other route from Liverpool.

I waited on Messrs. McMaster Bros., but, unfortunately for our route, several delays occurred last year at which they felt very much aggrieved. I explained to them the difficulties under which we laboured during the past season, but now with a steel rail track throughout, increased wharf facilities at Halifax, and additional engine power, I guaranteed them, under all ordinary circumstances, satisfaction, as we were never in a better position to move a volume of business. We talked the matter over fully, but Mr. McMaster would not give me any direct promise; he, however, kindly agreed to consider the matter. I arranged with Mr. Moodie to wait on them at a

* An estimate. † Western States included.

future day and endeavour to prevail on them to cable their firms in Great Britain, which they eventually did, as the subjoined telegram will show :

"TORONTO, 28th December, 1880.

"GEO. TAYLOR, Montreal.

"McMasters have cabled ordering all goods *viâ* Halifax.

"R. B. MOODIE."

I also called on Messrs. Ogilvie & Co., who are large importers, and learned from Mr. Ogilvie that the Boston route was very unsatisfactory, some goods *ex the Moravian* at that port were fourteen (14) days in reaching Toronto. He wrote Messrs. H. & A. Allan that all his goods were to come *viâ* Halifax. I assured him that rates would be the same and guaranteed quick transit. He informed me that he would always give our route the preference.

I then waited on Messrs. Hughes Bros. who are very extensive importers, and had an interview with Mr. Hughes (the head of the firm), explaining my mission. He made particular inquiries, and on ascertaining that shipments to some extent were being made *via* Boston, he at once, and while I was in his office, dictated a letter to Messrs. H. & H. Allan, directing them that all his goods were to be shipped *via* Halifax, and frankly stated that he desired, as he was satisfied time was better, to patronize our Dominion Railways as far as practicable, all other considerations being equal.

I also visited Mr. Edgar, who informed me his goods were coming *viâ* Boston. He also preferred the Halifax route and promised to direct his shippers on the other side to forward by Halifax. His shipments he stated would be light until February, and consequently my visit was timely.

I then visited the following well-established houses: Messrs. John Donald & Co., Messrs. Boyce, McMurrich & Co. and others, but on account of the visits being made during the holidays I unfortunately did not meet these gentlemen.

I also called on Messrs. Wyld, Brock, Darling and Crawford. I found they imported largely *viâ* New York (White Star Line). They did not feel very much inclined to patronize the Allan Line. I think, however, the apparent prejudice may be removed in course of time. I arranged with Mr. Moodie to wait on these gentlemen and others whom I had not an opportunity of seeing.

In Montreal I waited on the importers of fruit, viz.: Messrs. Hart & Tuckwell, Messrs. Vipond and Mr. Bride, O. & E. Hart, Mr. Barry, Mr. Louis Livermore, J. R. Clogg and others, and found them completely disgusted with the delays *viâ* Boston route, and, with the exception of Messrs. Vipond and Mr. Bride, they have all ordered their business *viâ* Halifax.

In many cases fruit *viâ* our line reached its destination four and five days, and in some instances a week, in advance of shipments by the same steamer *viâ* Boston.

Messrs. Vipond and Mr. Bride were not aware that goods would be landed at Halifax. They have now agreed to give us a portion of their business. They also import *viâ* the Dominion Line to Portland, stating that rates by that route were somewhat lower.

The fruit merchants were all perfectly satisfied with the time made by our route, and expressed their willingness to give it the preference.

I then waited on a number of the largest dry goods importers.

W. F. Gault, of the firm of Messrs. Gault Bros., stated that at the commencement of the season goods had been sent *viâ* Boston without their knowledge, and as they always had perfect satisfaction given them by our line, had cabled to ship *viâ* Halifax.

Messrs. McLean & Co. informed me they had directed their shipments to be forwarded *viâ* Halifax as the time *viâ* Boston route was altogether too long.

In Messrs. Thos. May & Co.'s I met Mr. Wolf, who stated that they had some goods *viâ* Boston but the delays by that route were most annoying. In one case goods were about three (3) weeks on the journey, consequently they had advised their friends on the other side to abandon the Boston route and ship in all instances *viâ* Halifax.

I then visited Messrs. Johnston & Co., who informed me, when they discovered their shipments were coming *viâ* Boston, they wired their agents in Europe to ship *viâ* Halifax and Portland. I presume they are disposed to give the "Dominion" or "Beaver" Lines a share of their business, as I have no doubt the rates may be a shade lower.

I also called on Messrs. Robertson, Linton & Co., and saw Mr. Robertson, who has charge of the importing branch of the business. He was favorably impressed with our route and would give us the preference. They were bringing goods *viâ* Portland, Halifax, and small lots *viâ* Boston. Mr. Robertson promised to consult his brother (the head of the firm) in reference to this business, which would be in good time, as their large importations had not commenced.

Messrs. Sutherland, Lindsay & Co., will also give us the preference, all things being equal.

I then called on Messrs. E. K. Green & Co., who stated they were importing by Boston. Their buyer (Mr. Edgar), who had just returned from England, stated that he got the impression in Liverpool that all express goods and mails were landed at Halifax, and heavy goods at Boston. I asked Mr. Green to cable and offered to pay expense. He, however, desired to see Messrs. Allans before doing so. I requested our agent, Mr. Robinson, to call on Messrs. Robertson, Linton & Co., and Messrs. Green & Co., the following morning, and on my way east I received the following telegram:—

"MONTREAL, 30th December, 1880.

"GEO. TAYLOR:

"Arrangements regarding *Hibernian* very satisfactory and useful to me. Have arranged with Messrs. Robertson, Linton & Co., also Green, Sons & Co., cabling to consign only *viâ* Halifax.

"G. W. ROBINSON."

I called on several other importing houses, and impressed on Mr. Robinson the necessity of making frequent and periodical visits to our patrons, as the competition for this traffic is very keen, not only *viâ* Boston, but also New York and other American ports. I am aware the most strenuous efforts are being made by rival steamship lines, railways and fast freight lines to obtain the Canadian business, and it will require the greatest energy and watchfulness on our part to hold it. The success of this will depend, to a large extent, in the time which can be made between Halifax and Chaudière Junction, and a thorough system of canvass in the western cities, particularly competing points. This can be done in Montreal by our agent (Mr. Robinson), and in Toronto, London, Hamilton and other points in Ontario by Mr. Moodie, our newly-appointed western agent, who is thoroughly acquainted with Western Ontario business, and personally popular in Toronto, which is our principal centre in the West.

It is satisfactory to notice the gradual and steady increase of this Canadian business landing at Halifax. The last steamer, *Hibernian*, had over six hundred tons which was only about one hundred and eighty tons less than the corresponding steamer of last season.

The time made by the through trains of English goods during the present season, so far, has been very satisfactory. In one case, I think, about seventeen miles per hour, and if that can be kept up, or even a speed of twelve miles per hour, I have no reason to doubt but we can recover this traffic, and with our western organization, in all probability, increase it. I can assure you that every effort will be made on my part having this object in view.

With reference to the two cargoes of grain which the Hon. the Minister wished shipped from Halifax, I beg to say that one cargo has been sent forward and is now being shipped. Full particulars will be sent you when shipping is completed.

Yours truly,

GEO. TAYLOR.

D. POTTINGER, Esq., C.S., I.C.R., Moncton, N. B.

January 26, 1881.

GENTLEMEN,—The Minister of Railways and Canals directs me to say that a circular issued by your firm has been handed to him, advertising the winter route for Canada by your line of steamers, which furnishes a sufficient explanation of the diversion of the Canadian traffic to Boston, in former years landed at Halifax. The following is a copy of the circular in question :—

Duplicate Invoice and Copy of Bill of Lading must be sent by the Steamer to H. & A. Allan, Boston.

ALLAN LINE.

Winter Mail Route for Canada, by the Canada and United States Royal Mail Steamers.

LIVERPOOL TO BOSTON.

<i>Polynesian</i>	Thursday, November	11.
<i>Moravian</i>	“	18.
<i>Sarmatian</i>	“	25.
<i>Circassian</i>	December	2.
<i>Sardinian</i>	“	9.
<i>Peruvian</i>	“	16.
<i>Polynesian</i>	“	23.
<i>Caspian</i>	“	30.

And weekly thereafter, calling as usual to embark and land mails.

Through rates of freight as follows:—

Transhipment is direct from Steamer into Rail Cars.

QUEBEC AND MONTREAL.

Leicester and Nottingham goods, blankets, carpets and straw goods.....	32s. 6d.
All other bale or case goods.....	40s.

Toronto, London, Hamilton and Gualph, Paris, Woodstock, Ingersoll, Suspension Bridge and Brantford.

Leicester and Nottingham goods, blankets, carpets and straw goods.....	35s.
All other bale and case goods	42s. 6d.

Bale and case goods from London for Montreal, 35s. 6d.; Quebec and Kingston, 40s.; Toronto, Hamilton and London, 42s. 6d.; Ottawa, 47s. 6d., and for other places 7s. 6d. over local rates. Steamer returning rail carriage and Liverpool dues.

Belleville, } Bowmanville, } Brighton, } Brockville, } Cobourg, } Colborne, } Cornwall, } Gananoque. }	50s.	Napanee, } Newcastle, } Newtonville, } Oshawa, } Port Hope, } Port Huron, } Ottawa. }	50s.	Prescott, } Scarborough, } Trenton, } Whitby, } Williamsburg, } Berlin, } Georgetown, } Stratford, } Galt. }	50s.
Carleton, } Sarnia, } St. Mary, } Clinton, } Goderich, } Mitchell, } Seaforth, }	50s.	Caledonia, } Chatham, } Dunnville, } Dundas, } Port Erie, } Port Stanley, } Perth, } Port Colborne, } St. Catharines, } St. Thomas. }	50s.	Peterboro, } Collingwood, } Lindsay. }	50s.

Weight and Rough Freight as per agreement, with usual 10 per cent. primage, and subject to conditions expressed in the Bills of Lading of the Line.
 For Freight or Passage or further particulars, apply to H. & A. Allan, Montreal and Boston; G. & A. Allan, Glasgow; or to Allan Bros. & Co., 19 James Street, Liverpool.

29th Oct., 1880.

All quotations subject to revision until engagement.

In addition to the above service from Liverpool, we have also a similar weekly despatch from Glasgow.

In this document the Port of Halifax is entirely ignored, and no intimation is given that the ships even call there on their way to Boston, whereas the Canadian route, Liverpool to Boston, is made to appear most conspicuously in connection with the cities of Quebec, Montreal, Toronto, London, Hamilton, Guelph, Paris, Woodstock, Ingersoll, and many other places.

There can be no doubt that this circular could only operate most adversely to the Port of Halifax and the Intercolonial Railway, in the interest of which route the Government have expended so much money to secure prompt and rapid transit.

It is true that the efforts put forth by the Intercolonial Railway have recovered some portion of this trade, but the Minister desires me to say that he considers that the circular in question should not have emanated from a company subsidized by the Dominion Government.

I remain, gentlemen, Your obedient servant,
 F. BRAUN, *Secretary.*

REVISED RATES.

Canadian goods can be sent either *via* Halifax or *via* Boston, at shipper's option. Shippers will require to use shipping note for the route preferred, and to note that for Canadian goods *via* Boston, duplicate invoices must be sent by the steamer as follows, viz.: for Toronto, London, and Hamilton (dry-goods only) address invoices to Merchants' Despatch Co., Boston; for all other goods and places address invoices to H. & A. Allan, Boston. No invoices needed for Canadian goods *via* Halifax.

ALLAN LINE.

Winter Mail Route for Canada, by the Canadian and United States Royal Mail Steamers, from Liverpool to Halifax and Boston.

<i>Sarmatian</i>	Thursday, January	6.
<i>Circassian</i>	" "	13.
<i>Sardinian</i>	" "	20.
<i>Hibernian</i>	" "	27.
<i>Polynesian</i>	February	3.
<i>Caspian</i>	" "	10.
<i>Sarmatian</i>	" "	17.
<i>Circassian</i>	" "	24.

And weekly thereafter, calling as usual to embark and land mails.

Rates of Freight to following places:—

Transhipment is direct from Steamer into Rail Cars.

Bale and case goods from London for Montreal, 32s. 6d.; Quebec, Kingston, 37s. 6d.; Toronto, Hamilton, and London, 40s.; Ottawa, 45s.; and for other places, 7s. 6d. over local rate, Steamer returning rail carriage and Liverpool dues.

QUEBEC AND MONTREAL.

Leicester and Nottingham goods, blankets, carpets, straw goods,
 oil-cloths, yarns, and dundeeds..... 30s.
 All other bale and case goods..... 37s. 6d.

TORONTO, LONDON, HAMILTON, GUELPH, PARIS, WOODSTOCK, INGERSOLL, SUSPENSION
 BRIDGE, BRANTFORD, BRAMPTON, AND KINGSTON.

Leicester and Nottingham goods, blankets, carpets, straw goods,
 oil-cloths, yarns and dundeeds..... 35s.
 All other bale and case goods 42s. 6d.

Belleville	} 42s. 6d. to 50s.	Stratford	} 42s. 6d. to 50s.
Bowmanville		Galt	
Brighton		Carleton	
Brockville		Sarnia	
Coburg		St. Mary's	
Colborne		Clinton	
Cornwall		Goderich	
Gananoque		Mitchell	
Napanee		Seaforth	
Newcastle		Caledonia	
Newtonville		Chatham	
Oshawa		Dundas	
Port Hope		Fort Erie	
Port Huron		Port Stanley	
Ottawa	Perth		
Prescott	} 42s. 6d. to 50s.	Port Colborne	} 47s. 6d. to 55s.
Scarboro'		St. Catharines	
Trenton		St. Thomas	
Whitby		Peterboro'	
Williamsburg		Collingwood	
Berlin		Lindsay	
Georgetown			

Weight and rough freight as per agreement. All with usual 10 per cent
 prime, and subject to the conditions expressed in the Bills of Lading of the line.
 For freight or passage, or further particulars, apply to H. & A. Allan, Montreal
 and Boston; J. & A. Allan, Glasgow; or to

ALLAN BROTHERS & Co.,
 19 James Street, Liverpool.

28th December, 1880.

All quotations subject to revision until engagement.

In addition to the above service from Liverpool, we have also a similar weekly
 despatch from Glasgow.

MONTREAL, 28th January, 1881.

SIR,—We have the honor to acknowledge receipt of your communication of the
 26th instant.

The circular to which the Minister of Railways and Canals has directed you to
 call our attention, was issued by the agents of this company at Liverpool, in October,
 without our knowledge or consent, and before receipt by them of the instructions to
 which reference has been made in our previous letters to you.

The subsequent circulars issued by our Liverpool agents, of which a copy is
 enclosed, inform shippers that Canadian goods can be sent "either *via* Halifax or *via*

Boston at shipper's option;" and our correspondents have been for weeks past in possession of our instructions that all goods for Toronto and points east are to be sent *via* Halifax unless specially ordered by Boston.

The three last arrived mail steamers brought cargo on through bills of lading *via* Halifax, as under :—

	Tons weight.	Tons measurement.
<i>Moravian</i>	46	595
<i>Sarmatian</i>	74	688
<i>Circassian</i>	88	836

And our advices by cable inform us that the *Sardinian*, due to arrive this week, brings on through bills 49 tons weight, and 764 tons measurement.

Since we were last in correspondence with you on this subject, our steamers from Glasgow have been ordered to call at Halifax *en route* to Boston.

The *Nestorian* made that call last week, and the *Manitoban* is due at Halifax in course of a few days.

The large volume of European traffic now passing through Halifax and over the Intercolonial is mainly the result of the exertions and representations of our agents and of ourselves, and is in but a minor degree attributable to the efforts or solicitations of the representatives of the railway.

We trust these explanations will satisfy the Minister that no proper efforts are being spared by us, or by the agents of this company in Britain, to promote and foster the interests of the Intercolonial Railway.

But we would respectfully submit to the consideration of the Minister that the obligations which devolve upon us under the mail contract, pertain exclusively to the conveyance of mails and passengers, and in no respect to the transport of cargo; and that our action in conveying goods through Halifax and over the Intercolonial Railway at less remunerative rates to the vessels than if brought *via* Boston is, therefore, gratuitous and not obligatory—thus evincing the desire we have to encourage the communications through our own country and to promote its prosperity.

We have the honor to be, Sir, your obedient servants,

F. BRAUN, Esq., Secretary, of Railways and Canals.] H. & A. ALLAN.

OTTAWA, 14th December, 1880.

SIR,—I am instructed by the Honorable Minister of Railways and Canals to acknowledge the receipt of your letters dated the 19th ultimo and 3rd instant, upon the subject of the desirability of making Halifax the winter port of the Dominion; also of the report of the Chamber of Commerce accompanying your letter of the 18th March.

In reply I am to assure you that the Honorable Minister is fully alive to the great importance of the subject, and I am to submit to you a brief sketch of his efforts in this direction, efforts which will not flag so long as there remains anything to be accomplished.

The late Government, in 1877, authorized a special rate over the line between Rivière du Loup and Halifax of 35 cents per quarter, on two trial cargoes of grain only, as an experiment. Upon consultation with the officers of his Department, Sir Charles Tupper found that the actual cost of transport over the Intercolonial Railway of through grain would be covered by a rate of 26½ cents per quarter from Rivière du Loup to Halifax, and with a view of encouraging European trade with the port of Halifax, that rate was at once established. The line of the Grand Trunk Railway from Point Lévis to Rivière du Loup was also acquired by the Government and re-laid with steel rails. This was accomplished in August, 1879, since which time this line has formed part of the Intercolonial Railway system. When this was done an appeal was made for a *pro rata* grain tariff over the whole line, which was readily

granted, and after careful consideration a rate was fixed at 32½ cents per quarter from Quebec to Halifax, which was afterwards reduced to a round figure of 30 cents.

This rate was pronounced by shipowners and others to be quite satisfactory, and certain to secure the traffic, but up to the present time no grain has passed over this route for shipment to Europe. Finding that a great effort is being made to send forward a couple of cargoes in order to test the question further, and instructions have been given to keep a minute detail account of all expenses, so that bagging and other extra charges, which would be saved by an elevator, should not militate against the results of the trial, every endeavor is also being made to ascertain from the trade all things really essential to the conduct of business of this nature. All this is being done in order that a correct conclusion may be arrived at as to the prospects of this traffic, when conducted with the aid of an elevator and other facilities at Halifax.

With a view of relieving the general merchandize wharf at Halifax of the timber trade, the Minister caused additional wharfage to be provided, and for the better accommodation of general traffic he increased the warehouse capacity to a large extent; also, to induce ocean steamers to call at Halifax, he effected the removal of a rock barrier from the coal buttes, so as to enable the largest vessels to approach with safety for coaling purposes. Besides all this, arrangements were made under his direction for the most rapid transmission of freight over the Intercolonial Railway, arrangements with which the Messrs. Allan expressed themselves so highly satisfied that, in their opinion, the Canadian route *via* the Grand Trunk, the Intercolonial and the port of Halifax would, with the aid of the arrangements effected with the Allan steamers, hold the European traffic against all competition.

In view of the expressions on the part of the Messrs. Allan alluded to above, the surprise of the Minister was great on being informed that the steamers of that company were carrying Canadian freight past the port of Halifax to an American port. He had, in several interviews, urged upon Sir Hugh Allan the necessity of his co operation in assisting to secure this trade for Canada, and to make the trial a success. Subsequent to one of these interviews, Sir Hugh Allan made a proposition in writing to the effect that if the Government would carry the terminus of the Intercolonial Railway to Dartmouth, his firm would acquire property at that place and build wharves and elevators sufficient to accommodate a large traffic. But inasmuch as this offer was accompanied by conditions as appeared to the Minister objectionable, it was not concurred in, and Sir Hugh Allan subsequently requested that the matter should be deferred.

I am instructed to add that no exertion will be spared to effect so desirable an object as to make Halifax the winter port of Canada.

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

JOHN DOULL, Esq.,

President, Chamber of Commerce, Halifax.

F. BRAUN, Secretary.

SUPPLEMENTARY RETURN

(61a)

To an ORDER OF THE HOUSE OF COMMONS, dated 20th December, 1880 ;—
For Copies of all Correspondence, whether by Letter or Telegram, between the Department of Railways and Canals or its Officers, and the Owners of Steamships, or their Agents, and others, relating to Rates of Freight for Grain *via* Halifax, or touching in anyway the question of transportation of Grain and other commodities over the Intercolonial Railway, and by Steamship or other Vessel from the Port of Halifax to Great Britain.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
17th March, 1881.

OTTAWA, 16th March, 1881.

SIR,—I am instructed to transmit the enclosed copy of a letter, being part of the correspondence on the question of the Halifax winter port, which was inadvertently omitted from the return rendered to the House of Commons on the 28th Jan. last.

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

F. BRAUN, *Secretary.*

E. J. LANGEVIN, Esq., Under-Secretary of State.

20th December, 1880.

GENTLEMEN,—I have the honor to acknowledge the receipt of your letter dated the 11th instant, on the subject of the winter port of the Dominion.

In reply I am to state that the Honorable Minister quite sees the force of the geographical reasons stated for the fact that westward bound freight seeks an American port; and he is also aware that in the matter of choice of route you are, to a great extent, in the hands of your shippers. But when Sir Hugh Allan wrote his letter of the 8th March last to Sir Charles Tupper, those considerations do not seem to have suggested themselves to him with such force as to outweigh all advantages derived from the Minister's efforts to enable the Canadian route to hold the trade. In the letter referred to Sir Hugh Allan proposed to expend from \$200,000 to \$250,000 in acquiring property at Dartmouth, and building wharves, elevator, &c. thereon, on condition that the Government should carry the terminus of the Intercolonial Railway to that place, and also agree to certain stipulations specified; and when you yourselves assured the Chief Superintendent of the Intercolonial Railway, that with the arrangements made, the Canadian line would defy competition, the route was under exactly the same geographical condition as it is to-day.

It appears to the Minister that the reasons you advance for the diversion of winter freight from the Canadian route had as much weight at first as they have now. He is, therefore, very much surprised that both his anticipations and your own should be so signally disappointed and, in view of the fact, that freights leaving England for

points in Canada by the Canadian route have reached their destination at an earlier day than others dispatched to American ports, although the former were shipped a week later than the latter, it seems to Sir C. Tupper that the advantages of our own lines have not even yet received the full consideration they are entitled to.

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

F. BRAUN, *Secretary.*

RETURN

(62)

To an ORDER of the HOUSE OF COMMONS, dated 20th December, 1880 ;—For the Quantity and Value of Bridge Iron and Iron Bridges entered for Duty through the Customs Department of the Dominion of Canada from the United States, with the Duty collected thereon, from the 1st of January, 1875, to 15th December, 1880, and specifying each separate entry thereof, with the name of the Importer and the Port of Entry, and showing all the Cases in which any seizure had been made for under valuation or any corrected Entry at an increased valuation.

By Command,

JOHN O'CONNOR,
Secretary of State.

Department of the Secretary of State,
2nd February, 1881.

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

RETURN

(63)

To an ORDER of the HOUSE OF COMMONS, dated 16th December, 1880 ;—For a Return of all claims presented for Drawbacks on Goods manufactured for Export since March 14th, 1879, showing the Names of all Applicants, their place of business, the Articles on which the Drawback was claimed and the Amount of each claim, distinguishing between the claims which have been allowed and those which have been disallowed, and those under consideration and not yet decided, and giving the reason for such disallowance ; also, copies of Regulations that may have been made by the Department.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
2nd February, 1881.

Secretary of State.

RETURN

(64)

To an ORDER of the HOUSE OF COMMONS, dated 16th December, 1880 ;—For a copy of all Instructions as to the appraisement of Goods sent to officers of the Customs and all Regulations made under Sec. 10, Chap. 15, 42 Vict., in regard to appraisals.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
2nd February, 1881.

Secretary of State.

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

REPORT

OF THE

MINISTER OF JUSTICE

AS TO

PENITENTIARIES IN CANADA

FOR THE

YEAR ENDING 30th JUNE,

1880.

Printed by Order of Parliament.



OTTAWA:
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.
1881.

To His Excellency the Right Honorable Sir John Douglas Sutherland Campbell (commonly called the Marquis of Lorne), one of Her Majesty's Most Honorable Privy Council, Knight of the Most Ancient and Most Noble Order of the Thistle, and Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor-General of Canada, and Vice-Admiral of the same.

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honor to submit, herewith, for the information of Your Excellency, the Annual Report of the Inspector of Penitentiaries, and Financial and Statistical Tables and Statements, being for the Year ended 30th June, 1880.

I have the honor to be,

Your Excellency's most obedient servant,

JAMES McDONALD,

Minister of Justice.

DEPARTMENT OF JUSTICE,

OTTAWA, 24th January, 1881.

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FIFTH ANNUAL REPORT
OF THE
INSPECTOR OF PENITENTIARIES
OF THE
DOMINION OF CANADA

FOR THE YEAR ENDED 30TH JUNE, 1880.

DEPARTMENT OF JUSTICE,
INSPECTOR'S OFFICE, PENITENTIARIES' BRANCH,
OTTAWA, 11th January, 1881.

Hon. JAMES McDONALD, Minister of Justice.

SIR,—In compliance with the provision of the Penitentiary Act, I have the honor to submit my annual report upon the state of the Penitentiaries of Canada, for the information of His Excellency the Governor General, for the year ended 30th June, 1880. In connection therewith I beg, also, to lay before you the reports of the Wardens and other officers of the several institutions under my supervision, together with the prescribed financial statements and the statistical tables.

The number of convicts in the different Penitentiaries, from 30th June, 1879, to 30th June, 1880, along with the number received and discharged during the same period, are as follows:—

KINGSTON PENITENTIARY.

	Males.	Fem.
No. of convicts on 30th June, 1879.....	733	26= 759
Received from 30th June, 1879, to 30th June, 1880.....	226	10= 236
Discharged by expiration of sentence, pardon, &c.....	248	15= 263
Remaining 30th June, 1880.....	711	21= 732

ST. VINCENT DE PAUL.

Remaining 30th June, 1879.	307
Received from 30th June, 1879, to 30th June, 1880....	158
	465
Discharged by expiration of sentence, &c.....	120
Remaining 30th June, 1880	345

Report submitted in compliance with the Penitentiary Act.
Statistics as to No. of convicts in the several Penitentiaries 30th June, 1880

HALIFAX.

Remaining 30th June, 1879.....	91	1=	92
Received from 30th June, 1879, to 30th June, 1880.....	48	1=	49
	<u>139</u>	<u>2=</u>	<u>141</u>
Discharged by expiration of sentence, &c...	75	0=	75
Remaining 30th June, 1880	64	2=	66

ST. JOHN, N.B.

Remaining 30th June, 1879.....	67	3=	70
Received from 30th June, 1879, to 30th June, 1880.....	25	0=	25
	<u>92</u>	<u>3=</u>	<u>95</u>
Discharged by expiration of sentence, &c...	33	1=	34
Remaining 30th June, 1880.....	59	2=	61

MANITOBA.

Remaining 30th June, 1879.....	32	2=	34
Received from 30th June, 1879, to 30th June, 1880.....	13	2=	15
	<u>45</u>	<u>4=</u>	<u>49</u>
Discharged by expiration of sentence, &c...	7	0=	7
Remaining 30th June, 1880.....	38	4=	42

BRITISH COLUMBIA.

Remaining 30th June, 1879	30	0=	30
Received from 30th June, 1879, to 30th June, 1880.....	10	0=	10
	<u>40</u>	<u>0</u>	<u>40</u>
Discharged by expiration of sentence, &c...	7	0	7
Remaining 30th June, 1880.....	33	0	33

Total number of convicts in all the Dominion Penitentiaries.

The total number of convicts in all the Dominion Penitentiaries on 30th June, 1880, was 1,279, as against a total, on the same date 1879, of 1318, showing a decrease of 39.

Increase or decrease in each Penitentiary.

Kingston, though receiving in the course of the year 30 convicts from Halifax and 8 from Prince Edward Island, exhibits a decrease of 27; Halifax of 26 upon deducting the number drafted to Kingston, and St. John 9; while St. Vincent de Paul marks an increase of 38, Manitoba 8 and British Columbia 3.

Number of deaths.

The number of deaths was 15, viz.: 9 males and 2 females at Kingston, 2 males at Halifax and 2 males at British Columbia, a light percentage for so large a criminal population.

Present average number of convicts

I do not anticipate any marked material change in the numbers of convicts in proportion to our population. Experience proves that a certain quota of criminals, who graduate for the penitentiary

in the reformatory and common gaol, are irreclaimable, and this class will, I believe, maintain the present average number in our penal institutions.

In 1877 an amendment to the Penitentiary Act of 1875 changed the range of the Inspector's Annual Report from the calendar to the financial year. This alteration was made in order that the financial operations, as regards revenue and expenditure, would be fully and intelligently included in the report.

Previous to 1877, when the report extended from the 1st January to the 31st December, the operations, financially, of the last half of one fiscal year and first half of another appeared, and thus no proper means existed of comparing the fiscal statements prepared by our accountants, as exhibited in the annual report, and those of the Finance Department, as presented in the Public Accounts blue book submitted to Parliament. Therefore, as I have said, it was considered advisable to have the Inspector's annual report synchronical with the financial year. By a later amendment to the Act—that of 1879—the Inspector has been relieved from all responsibility in regard to the accounts, and, consequently, after the close of the financial year 1879–80, which forms the scope of this report, nothing of a financial character will enter into the Inspector's yearly statement, unless it be decided that the returns of the Accountant be embodied therewith. Be this as it may, I think it very desirable that the Inspector's report be again brought within the limits of the calendar year.

My reason for suggesting this change is the fact that, the report is not usually prepared till within a few weeks of the meeting of Parliament—as it is presented to the House in MSS.—and not in printed form, like the reports of other Departments. Hence it could be made to comprise the record of events up to the 31st December, and not omit, as now happens, the occurrences between 30th June and the 1st January following.

If it be decided that the financial statement of the General Accountant of Penitentiaries should be incorporated with the Inspector's report—as I think it ought to render it complete—the change back again to the calendar year would not interfere with such arrangement as is obvious.

The disadvantage of the present plan of making the report may be illustrated by a few facts.

In the middle of last July the convicts at Halifax and St. John were removed to the joint Penitentiary for the Maritime Provinces at Dorchester. An important investigation into the conduct and administration of the Warden of St. Vincent de Paul Penitentiary, extending over two months, was commenced last May and closed in October. Yet, all mention of those prominent events, though past and accomplished months ago, is excluded from this report, were the order of time strictly adhered to.

I have, therefore, to recommend that the Act be amended, during the present Session, authorizing the report of the Inspector to be concurrent with the calendar year.

I desire to call your attention to another matter of decided moment concerning which a change in departmental control would be, I think, advantageous. I have allusion to the jurisdiction now exercised by the Department of Public Works over the construction, repairs and improvements of Penitentiary buildings. Previous to the action taken by the late Government, soon after attaining to power, all those matters were under the control and direction of the

likely to be maintained.

Change of the Inspector's Annual Report, from the financial to the calendar year recommended. Explanation regarding the change made in 1875.

Inspector relieved from all responsibility as to financial operations of the Penitentiaries by the amendment to the Act in 1879.

Reason for altering the Report to the Calendar year.

Annual financial statement of the General Accountant can be entertained with the Inspector's Report.

Disadvantage of present system exemplified.

Amendment of the Act recommended.

Transfer of control over construction and repairs of Penitentiary buildings from P.W.D. to that of Justice, advocated.

How the former plan operated previous to 1874.

Department of Justice. An architect, or rather two joint architects, were attached to Kingston Penitentiary, who received instructions from the Board of Directors, in accordance with the views and decision of the Minister of Justice, sanctioned, when necessary, by an Order in Council, respecting such works as were required at their hands. In those days, it may be remarked, the duties of the architects were confined to Kingston Penitentiary, until it was decided to open another institution of the kind at St. Vincent de Paul, when their services were brought there into requisition. The annual estimates for the Penitentiaries included the amounts that were considered necessary by the Board, advised by the architects, for new buildings, improvements and repairs. Thus, the Department of Justice had full control over this particular appropriation and its disbursement. The consequence was, all work of whatever nature connected with construction and repairs, requiring a money outlay, was done promptly and satisfactorily, under the direction of our own architects and with the strictest regard to economy.

Complaints against the existing system, especially from Manitoba and British Columbia Penitentiaries.

Ever since the Public Works Department has taken the control of building and repairs, until last year, complaints of delay in executing work most urgently needed, and more especially about the many and culpable defects in the new Penitentiaries of Manitoba and British Columbia, I regret to say, were very unpleasantly frequent. This fact is too well known to you and to the authorities of the Public Works Department to require any more than its mere mention. The gross blunders, or worse, committed at Stony Mountain and New Westminster, in regard to the sewerage, the heating, and the numerous other defects would not, to a moral certainty, have occurred had the construction of those buildings been under the supervision of an architect, subject to the control of and responsible to the Department of Justice. In like manner the delay—so easily avoidable—which has taken place in erecting stockade or some other kind of fence, outbuildings and officers' quarters for these new Penitentiaries, would have been obviated if the Minister of Justice controlled the appropriation for those purposes. Those short-comings are being now remedied.

Control by P.W.D. detrimental to the remote Penitentiaries.

It is my deliberate opinion, founded upon personal experience and knowledge of the facts I assert, that the control by the Public Works Department over the construction of new buildings and repairs has had, until recently, an injurious effect upon the well-being and advancement of the distant Penitentiaries, which did not come within the direct and immediate superintendence of the chief architect or his representative, as at Kingston or St. Vincent de Paul. And, here, I deem it incumbent upon me to state that I invariably met with hearty and uniform support from the Chief Architect, Mr. T. S. Scott, whenever I called upon or wrote to him in reference to Penitentiary requirements calling for his attention. How or where the delays so often and reasonably complained of by some of the Wardens came about, I am at a loss to say. I presume the other numerous and important works which the Public Works Department has on hand, prevent the possibility of special attention being given to the construction and repairs of Penitentiaries.

Uniform attention and co-operation of the chief architect.

Board of Directors of Penal Prisons in Ireland present a parallel case.

In this connection it may not be out of place to mention the fact that, for several years, the Board of Directors of penal prisons in Ireland, in their annual reports, pleaded the paramount necessity of being emancipated from the control of the Board of Public Works as to construction and repairs. In their Twentieth Annual Report

for the year ended 31st December, 1873, the Directors of convict prisons in Ireland, write as follows :—

“I believe a very large saving to the public would be effected by placing the vote for buildings, repairs, fuel, light, &c., under the convict service, instead of, as at present, leaving it partly to the control of the Commissioners of Public Works, and partly to the Royal Engineers. In England, this vote is under the control of the convict department.”

Again, in the same report, referring to the Penal Prison on Spike Island, they say :—

“It may be right, here, to point out the difficulties which arise in dealing with matters of repairs, alterations, &c., in this prison : the expenditure for necessary works being under the control of the Board of Public Works. Thus, no work, however urgent, can be undertaken unless first sent forward and approved by the Prison Department and ultimately sanctioned by the Board of Public Works. I submit that, as in England, such matters should be left to the convict department. With the assistance of a competent clerk of works the entire repairs, alterations and maintenance of the buildings of this prison could be carried out by convict labor with a large saving to the public.”

If I remember aright, I think a later report stated that the control of the vote for repairs, alterations, &c., had been handed over to the Directors.

From the experience I have had of the former and present system of construction, repairs, &c., I do not hesitate to say that such works were performed far more satisfactorily, expeditiously and advantageously under the control of this Department than under that of the Public Works. I beg, then, to recommend—unless strong grounds exist for continuing the present system—that a competent architect, who has had experience in the construction of prison buildings, be appointed, under the control of this Department, whose duty it would be to prepare plans and specifications of new buildings, personally superintend their erection and give to the clerk of works, where employed, the instructions necessary to enable him to carry out whatever may be required for the repairs, alterations and general maintenance of buildings.

Nine convicts, confined in the gaols at Charlottetown and Summerside, P.E.I., were removed out of the custody of the local authorities. They were taken to Kingston, along with thirty other convicts from Halifax, whose removal was rendered necessary in consequence of the over-crowded state of the Nova Scotia Penitentiary. The transference of this large number of prisoners, many of whom were of notoriously bad repute, over a distance of more than a thousand miles, was accomplished without a single untoward incident having happened. The arrangements with the Intercolonial and Grand Trunk Railways and at the refreshment stations were perfect, and were most satisfactorily fulfilled.

It has been deemed advisable by the Department to dispense with the services of the Assistant Inspector in Manitoba, as not being required. The administration of the Penitentiary in that Province has been conducted with great success and efficiency by the Warden, since the abolition of the office in question, a year ago. It is due to Mr. Nixon to state that he was an active and painstaking officer. I am of opinion—an opinion which is confirmed by experience—that the affairs of a Penitentiary are better managed, and that there is much less unpleasantness and misunderstanding when the Warden receives his instructions direct from this Branch, than

A return to the former system under control of the Minister of Justice suggested.

Transfer of convicts from P. E. I. and Halifax to Kingston.

The removal satisfactorily accomplished.

Assistant Inspector in Manitoba dispensed with.

Mr. Nixon.

Direct departmental supervision and instruc-

tionsthebetter mode of dealing with distant wardens.

Warden being competent and trustworthy, Assistant Inspector not necessary.

Inconvenience and delay in connection with Assistant Inspectors,

Furniture for Dorchester Penitentiary.

New and improved plan of bedstead.

Advantages thereof.

Recommended for the other institutions.

Reason for deferring the removal to Dorchester till after 1st July, 1880.

State of important works when the Penitentiary was opened.

Lost ground recovered.

Necessity for separating

when they reach him filtrated through a third party, who has little if any knowledge or experience of Penitentiary matters, and who cannot be expected to take a proper interest in the performance of duties, very cheaply rated, that are tacked on to others more remunerative and responsible. If a Warden be a competent man, properly acquainted with his duties and reliable, an Assistant Inspector is not required to shadow his movements or take constant stock of his official acts. In cases of difficulty or emergency it were necessary for the Assistant Inspector to communicate with and receive instructions from the Inspector. It were just as easy and it would save time for the Warden to do this himself. What is more, the distance of the Assistant Inspector's residence, both in Manitoba and British Columbia, has led often to great inconvenience in carrying on official relations with the institutions, and to much delay in transmitting to the Inspector the reports and correspondence of the Wardens. The inspection of Manitoba Penitentiary can be now made, half-yearly, with almost as much facility and despatch, as the visits to St. John and Halifax up to a recent date.

Preparations for the removal of the convicts from the Halifax and St. John Penitentiaries to Dorchester were commenced in due season. My recommendation, more than twelve months since, to have the furniture for the cells, the chapels and the dining hall, and the large stock of tools required for various uses, made by convict labor at St. John Penitentiary, met with your sanction. A considerable saving was thus effected.

I caused to be procured from the State Prison, at Concord, Mass., the pattern of a new style of iron bedstead admirably adapted for prison use, and had one hundred and eighty of them manufactured by the convicts under the direction of Engineer Perrie. The advantages of this bedstead are twofold, viz.: First, the straw or marsh-grass bed, generally used is dispensed with. This relieves the cell from all appearance of untidiness, prevents dust or vermin, and does away with the much used receptacle or hiding place for skeleton keys, steel-spring saws, dirks and other implements used in attempting escapes. Secondly, during the hours not devoted to sleep, when the convict is locked up in his cell, the bedstead can be folded into a seat, having a support for the back, never before provided in our Penitentiaries—thus affording means to read or rest with a tolerable share of comfort. As occasion would offer it were well to substitute this bedstead for the one now in use in the Penitentiaries where the cells are sufficiently capacious. Those in Kingston Penitentiary are too small to admit of its being used there.

In my report for the year ended 30th June, 1879, I recommended that the opening of Dorchester Penitentiary should be deferred till the 1st July, 1880, in order to afford the Public Works Department ample time and opportunity to complete, as far as possible, all necessary works and preparations before the proclamation would issue. The heating apparatus was partially finished in due season, but the waterworks, stockade fence, guard's quarters and workshops had not been commenced when the convicts were removed. I must add, that after the opening of the Penitentiary every effort was put forth to retrieve lost ground, especially with regard to the waterworks and the fence.

In former reports I pointed out the urgent necessity there is of making provision for the separation of hardened and habitual

criminals from the less depraved. The Catholic chaplain of St. Vincent de Paul Penitentiary, in his report, refers to this subject of such vital importance, very ably and lucidly, *apropos* of the proceedings of the Prison Congress at Stockholm. This is a matter which has long engaged the consideration of those who have devoted their attention to the administration of penal institutions. Our Penitentiaries being architecturally designed to suit the plan of indiscriminate "association," it unfortunately happens that they are liable to become, more or less, schools of corruption, and tend to the propagation rather than to the diminution of criminality; gross injustice being thus rendered possible as well to the prisoners themselves, as to the community at large, when they may be turned out, after the expiration of their sentence, in a more debased and dangerous condition than before. It were greatly to be desired, as it would be most salutary in its results, could we introduce into our Penitentiaries, the plan of classification in operation in Great Britain and Ireland. The architectural design of the penal institutions of the Dominion, as indicated in a former report, precludes the possibility of adopting this excellent system, unless a large expenditure be incurred. Nevertheless, something can be done to mitigate an evil which exercises a baneful influence upon our Penitentiary *regime*, so comparatively faultless in all other essential particulars. More than once I took occasion, in my Annual Reports, to point out the practicable and easy means of making provision in the several Penitentiaries for the isolation of convicts of bad and obdurate disposition. In the extensions yet to be made to the St. Vincent de Paul, Dorchester, Manitoba and British Columbia Penitentiaries, a sufficient number of roomy and lightsome cells can be constructed wherein hardened offenders may be confined and made to perform their allotted daily task, for three six, nine or twelve months, or any longer period for which it may be considered proper to segregate them from convicts in "association." At Kingston, by reason of the permanent nature of the prison buildings and the very limited dimension of the cells the chief difficulty for isolation presents itself. As, however, the criminal population there is decreasing and is not likely to be again augmented by drafts from the other Penitentiaries, one of the wings may soon be set apart for the purpose of separation. The cells could, I doubt not, be so remodelled, by convict labor, as to be rendered suitable for that object.

The separate system for "hard cases" not only affords a certain protection to the less depraved against further contamination, and debars the more guilty from spreading their evil taint, but it also offers opportunities to the latter of self-examination, and of receiving uninterruptedly moral and religious instruction, which it alone supplies. Separation, at least, insures the establishment of that primary and permanent principle which it is the duty of the State to enforce, namely, that *none shall leave a prison a worse member of the community than they enter it*; and it thus tends, as a necessary consequence, to the reduction of offenders by severing all communion between master and pupil, and by checking the succession of instructed adepts in the various branches of skilful crime pursued by professional law-breakers. This desirable result I believe to be fully attainable without incurring the evils which are generally attributed to "separation," inasmuch as the observance of it, when fully carried out, is found to be compatible with a considerable amount of punitive and industrial labor, and with the maintenance of health both

bad characters from the less depraved.

Plan of indiscriminate "Association" calculated to corrupt and demoralize.

"Classification" as in Great Britain and Ireland, not practicable here, under existing circumstances,

Isolation of hardened and habitual criminals easy to be effected.

Advantages of separation.

Successful results of separation at Belfast, Ireland.

bodily and mental. Nor is this opinion speculative. The experience of the working of the system at Belfast (Ireland) Gaol, where it has been in operation sufficiently long to afford a just estimate of its efficiency, and where the moral advantages have been obtained without infringement of the rule of seclusion, of hard work and low diet; the sanitary condition of the prisoners, who are universally subjected to this form of discipline, being such as to render any material relaxation unnecessary.

Substitution of gas for coal oil.

Permit me, once more, to recommend that the attention of the Department of Public Works be directed to the advantage which the use of gas would secure to those Penitentiaries where its introduction would not eventually add much to the cost of the present system of lighting. At Kingston, St. Vincent de Paul, Dorchester and British Columbia coal can be had at moderate rates. All the work required in connection with the pipes, fittings and manufacture of the gas itself, can be done by convict labor. Gas is universally used in the principal penal institutions of Great Britain, Ireland and the United States. The additional amount of light, the saving of labor, the improvement in the important matters of cleanliness and safety, would compensate for any outlay over and above what lamps, coal-oil, breakage and the time of the prisoners, who now attend to the lighting, entail. Although, fortunately, no accident of any consequence has occurred in any of the Penitentiaries from the use of coal-oil, yet it is quite evident that the burning of an explosive material in lamps, which are within reach of the evil disposed and weak minded, is attended with great risk.

Artificial heating for all the Penitentiaries recommended

I have also to recommend again the artificial heating of the Kingston, St. Vincent de Paul and British Columbia Penitentiaries. It were needless to dwell upon the advantage of this over the present plan of heating those institutions.

Sanitary state of the Institutions very favourable.

The sanitary condition of the several Penitentiaries during the year was highly satisfactory, as will appear from the reports of the Physicians. A perusal of the observations and statistics of the Medical Officers will show that due means are taken to ensure conditions favorable to health, and they obtain the desired result. When it is considered that convicts are, as a class, men of low physical type, born and brought up under conditions unfavorable to health, early given to vicious courses, and with constitutions ruined or impaired by excess, it may be fairly said that the statistics of mortality and of the diseases requiring medical care, in and out of hospital, show that the prisoners are duly cared for in all that pertains to health, and that in that respect the condition of their life, their habitation, clothing and diet are more favorable than they probably are in a state of freedom. No very serious accidents occurred during the year, a fact highly creditable to the officers, as from the nature of the works and the number employed, it is evident that great precautions must have been taken and much diligence observed to prevent casualties.

A weak point.

I desire to bring under your consideration a matter which I, in common with the chief officers of the Penitentiaries, have for a long time regarded as of great moment. The convicts, as you know, take breakfast and dinner in common. They have supper in their cells. The full staff is present at breakfast. This is not the case while dinner is in progress—a moiety only of the officers being in attendance, the remainder being absent at their homes for the purpose of snatching a hurried and uncomfortable meal. At the end of half an hour (12:30) they return to relieve those who are on duty, in

the Dining Hall and elsewhere, to enable them to get some refreshment before the resuming of work at one o'clock. About 700 convicts assemble daily to dinner at Kingston, and at least half that number at St. Vincent de Paul. Despite the utmost precaution and vigilance, it is well known that conspiracies tending to a general revolt, in view of escape, are hatched and matured in penal institutions. Sometimes the *emeute* breaks out in the workshops, sometimes in the yard of the prison; but we seldom hear of any disturbance in a penitentiary refectory, because, in most of the penal establishments of the Old World and of the United States, the meals are served to the prisoners in their cells. The reason of this, as I have learned in many instances, is the apprehension that some disaster might attend the meeting together of so many wicked and desperate men. In the Dominion we have been trying, for many years, the experiment of "association," as well at labor as at meals and religious exercises, thus far, happily, with no bad result. That it is an experiment attended with great danger can hardly be denied. No time of the day is more favorable for an outbreak in an institution, when the convicts are massed together in all their strength, than the hour set apart for dinner. No place could be better chosen for the physical force *dénouement* of a plot than the refectory, where very few officers are on guard, among several hundred men, each one of whom is furnished with a knife and fork, which utensils, in the hands of so many, could be converted into formidable and effective weapons. Having indicated a contingency that may any day be realized, and against the realization of which every prudent precaution should be taken, I beg to suggest as a means to avert or meet any danger, the attendance of the full staff of keepers and guards within the walls of each Penitentiary, while the convicts are in the refectory.

If this suggestion be adopted it will be necessary to provide dinner, at the expense of each Penitentiary, for the officers composing the police contingent, namely—the guards, keepers and trade instructors who perform the duties of guards or keepers. This would cost about 12½ cents *per caput rer diem*. The vegetables required are grown on the land attached to the Penitentiaries, and the meat rations can be had at contract prices.

The expense, for all the Dominion Penitentiaries, would be about \$4,000, in offset of which would be the greatly increased security for life and property, and the little additional comfort which such an arrangement as I propose would provide for a very deserving class of public servants, whose duties are constant and trying.

It is very satisfactory to me to be again enabled to report favorably as to the zeal, efficiency and general good conduct of the officers of the Dominion convict service, the exceptions to the contrary being scarcely appreciable amid so large a number.

I have to express in a special manner my high sense of appreciation of the earnest and devoted manner in which the different Chaplains attended to their duties. Without intending to be invidious, or to attribute more credit than the other Chaplains would be willing to yield him, I feel called upon to mention that the Roman Catholic Chaplain at St. Vincent de Paul, more than any other, gives himself heart and soul to his work. On an average, he spends from six to seven hours every day, except when absence or illness may prevent, within the penitentiary precincts, instructing, exhorting and consoling the prisoners confided to his clerical charge. The tone and spirit of his annual reports conclusively demonstrate

A catastrophe possible.

A dangerous appointment.

Time and place for the *dénouement* of a conspiracy.

A measure of precaution suggested.

Approximate cost.

Good conduct of the officers in the Convict Service.

Zeal and attention of the Chaplains in general.

The R. C. Chaplain of St. Vincent de Paul.

the deep interest which he takes in everything that relates to the advancement of prison discipline, the elevation of the character of the officers, and the moral improvement of the convicts.

KINGSTON PENITENTIARY

- Success of the administration.** The administration of this, the most extensive and numerously populated of the Penitentiaries, has been conducted, last year, with the same degree of good judgment, efficiency and success which has marked the previous years of the Warden's official career.
- Conduct of the convicts.** The conduct of the prisoners has been, on the whole, satisfactory. There was a total absence of serious offences or aggravated misconduct. Discipline has been well maintained and industrial pursuits have been carried on, as heretofore, to such an extent as to give employment of some kind or other to the large number of convicts here.
- Their industry.** The convicts have worked well and industriously at the labor assigned to them.
- Health.** The sanitary condition has been all that could be desired, no serious or contagious disease having prevailed during the course of the year.
- Conduct of the subordinate officers.** The conduct, too, of the subordinate officers afforded no room for censure, no report of consequence having been made against any member of the staff within the year.
- Moral and religious instructions.** The moral and religious as well as the intellectual instruction of the prisoners has been zealously cared for by the Chaplains.
- School and Library.** The school has been largely and profitably attended, while the library has proved a fruitful source of mental recreation and improvement. The beneficial effects of these various advantages are perceptible in the bearing and general conduct of the convicts.
- Surgeon.** The Medical Officer has been punctual and attentive in the discharge of his duties, as well in connection with the Penitentiary as in the case of the insane criminals.
- Prison buildings.** All the prison buildings and fittings pertaining thereto have been kept in good repair by the Warden, through means of convict labor.
- Improvements on farms, &c.** The Warden mentions in his report the improvements which have been made on the farm and the property in general. The efforts of Mr. Creighton to enhance the value of the Penitentiary and its belongings are uniform and indefatigable. Indeed, were the whole concern his own, he could not manifest a much more lively interest in its progress and prosperity.
- The restored building.** The restored building intended for a criminal lunatic asylum, grist mill, &c., is near being finished. The construction has progressed rather slowly, under the direction of the Public Works Department; but the work, in all its details, is solid, massive and executed in the best possible manner.
- Grist mill.** I beg to recommend that you sanction, before the current financial year will have expired, the expenditure of the amount voted, in the session of 1880, for a grist mill. The saving that will be effected, by the manufacture of flour, at Kingston, for the three eastern penitentiaries, as shown by the Warden in his reports upon the subject, is worth looking after, even as an experiment. The expenditure for the mill is not likely to exceed \$600, and, according to Mr. Creighton's calculation, a greater annual saving than this amount will be accomplished.
- Value of Govt. contracts.** The Warden refers to the benefit derived from the few contracts for work—chiefly clothing—which he has had from the Government.

The importance of extending to the Penitentiaries all the aid that can be properly and possibly granted to them, in the shape of contracts for work from the various public Departments, is obvious. Whatever may tend to make those institutions self-sustaining will be a gain to the whole community.

Every variety of mechanics' work necessary in building or engineering can be executed by convicts—quarrying, dressing and placing the stone, all sorts of carpentry, painting, coopering, casting and forging ironwork, tailoring, shoemaking, and so on. Thus it will be seen that the construction of the rough rolling stock, such as box and flat freight cars, and all kinds of castings for railway use, can be turned out at Kingston Penitentiary. This fact being made known, may lead the Ministers who have control of the great public works of the country, as also the railway corporations, to see whether they could not make better terms with Mr. Warden Creighton than they can elsewhere secure.

What works can be executed.

The Female branch of the Penitentiary, as in former years, has been administered in a most creditable and competent manner. The arrangements of the prison remained unchanged during the past year. The conduct of the prisoners, as appears from the Matron's report, has been very commendable. The industrial works, which comprise washing, knitting, mending, plain sewing and the usual occupations of cooking and cleaning, fully occupied the time of the convicts and were performed with cheerful alacrity. The Matron does all in her power for the moral improvement of those under her charge. I have reason to think that many, indeed the greater number, profit largely by her instructions. The Dominion may be congratulated upon the small number of female convicts.

The Female Prison.

Conduct of the female convicts. Their industry.

The Matron.

ST. VINCENT DE PAUL PENITENTIARY.

For reasons of a departmental nature, unnecessary to mention here, you being already cognizant of them, I made no inspection of this Penitentiary for nearly two years. On this account I had not the opportunity of knowing how affairs were going on under the Warden's management. For the first three years after Dr. Duchesneau's appointment and up to the date of my inspection, during the summer of 1878, I had no reason to find any fault with his conduct or acts from an official standpoint. Until the month of April last, I had not the most remote suspicion that his character as the chief executive officer of this important institution was open to impeachment. The summary dismissal, in a very arbitrary way, of three deserving and well conducted officers for a matter that had been overlooked by a former Minister of Justice and by the Inspector, after inquiry, led to a series of charges being preferred against the Warden and to the demand for an official investigation by Hon. Senator Bellerose.

A long interval of non-inspection.

Dr. Duchesneau's administration during his first three years of office.

Summary dismissal of three officers.

Charges against the Warden by Mr. Bellerose.

Investigation ordered.

Inquiry adjourned.

On my return from the Maritime Provinces last spring, you directed me to conduct an examination into those charges which was opened about 18th May. The inquiry was continued from that date till the 21st June, when it was adjourned to enable me to superintend the opening of the new Penitentiary at Dorchester, and the removal thither of the convicts from the Penitentiaries at St. John, N.B., and Halifax. A number of witnesses had been examined under oath, and a large mass of evidence taken before the adjournment. From the nature of the testimony elicited, and on account of the feeling of distrust and unfriendliness which manifested themselves, mutually,

- on the part of the Warden and the majority of the officers, of the higher as well as of the subordinate grades, I felt it my duty to recommend leave of absence for the Warden until the close of the inquiry and the rendering of your decision thereon. The course proposed met your approval, and the administration of the Penitentiary, *pro tem*, was placed in the hands of the Deputy Warden, Mr. H. B. Mackay, who has discharged the duties of Warden with care, prudence and ability.
- The inquiry was re-opened on 13th Sept., when the Deputy Minister of Justice was associated with me in presiding over the proceedings, by your direction. It continued until the 22nd October, when it came to an end after one hundred and thirty witnesses had been examined and nearly five thousand folios of evidence written. Pending your judgment upon the result of the investigation it were premature for me to advert to the matter any further, so far, at least, as the Warden is concerned.
- Despite the great difficulties which the Acting Warden had to contend with, not the least being the luke-warm and half-hearted support which he received from a certain portion of the staff, he has fulfilled the trust confided to him, as I have stated, creditably and efficiently.
- Discipline may have suffered a little, among officers and convicts, since the inquiry terminated and the matter of the Wardenship has been in abeyance. It is to be expected that, in an institution like this, while the duties of Chief Officer are performed by a *locum tenens*, a certain degree of laxity will, insensibly and irresistibly, creep in regardless of the utmost vigilance and the most strenuous efforts on the part of the officer in control to prevent it. Up to the present writing, for a period of more than six months, during which Mr. Mackay has had charge of the Penitentiary, nothing of an untoward character has happened that might not have occurred, and that does not occur, in every Penitentiary, under the jurisdiction of the permanent Warden. From the fact that false rumors have been industriously put in circulation to the prejudice of the Acting Warden's administration, this last paragraph is not uncalled for or out of place.
- The conduct of the convicts is reported by the proper officers to have been on the average, satisfactory. No cases of violence or other gross infraction of the rules appeared on the punishment book when examined by me during a recent inspection.
- So far as I could learn, the subaltern officers have, faithfully and competently, discharged their duties.
- Among a few there appears to have been a disposition to act the contemptible *role* of spies upon their comrades, by making underhand reports to the Warden,—the parties so reported having been afforded no opportunity for explanation or defence. As this odious system of espionage is eminently calculated to destroy that confidence and *esprit de corps* among the officers, without which a Penitentiary cannot be governed in a proper manner, I shall, with your approval, direct that any officer, who may be base enough to follow or encourage a practice so demoralizing in future, be dismissed. If a Warden be not sufficiently alert and discerning to form a just estimate of the merits and character of his officers, without calling to his aid the spy,—who, from the compromising nature of the services rendered, becomes in time his equal if not his master—he is unfit for his position and should be incontinently sent about his business. Better the riddance of a dozen Wardens rather than permit them to degrade the character of the institution which they are expected to improve and exalt.
- Leave of absence to the Warden.
- Deputy Warden charged with the administration.
- Investigation resumed.
- The Acting Warden.
- A possible drawback to discipline.
- Nothing wrong.
- False rumors.
- Conduct of the convicts.
- Subordinate officers.
- Espionage.
- Its evil effect.
- The penalty for a spy and for the Warden who would countenance him.

I found the prison buildings, including the chapels, hospital, cells, workshops, refectory, kitchen, &c., in a very creditable condition of order and cleanliness, the bedding clean and sufficient, and the provisions of unexceptionable quality.

Condition of the premises, &c.

The sanitary condition of the prisoners and officers may be regarded as excellent.

Sanitary state.

The sewerage is being greatly extended and improved, and there is an abundant supply of wholesome water.

Sewerage and water supply.

A new laundry, drying room and a hospital detached from the occupied buildings, are much required. No doubt, in the course of a short time, these will be provided.

Requirements.

The industry of the convicts has been very satisfactory, as the extent and variety of the work performed will show.

Industry of the prisoners.

The new wing, referred to in my last Annual Report as being in course of erection, has been finished and occupied for several months past.

The new wings.

Another wing is rapidly drawing towards completion, and will be ready, I expect, next summer for occupancy.

The Catholic Chapel has been enlarged, and now affords the necessary accommodation.

Enlargement of Catholic Chapel.

A large number of convicts have been constantly and profitably employed at quarrying, stone cutting, masonry, and as carpenters, blacksmiths, plumbers, tinsmiths, &c., in connection with the new wing.

Industries.

The farm has been very much improved by further drainage, and skilful cultivation, and made a good return in abundant crops.

The Farm.

On account of the number and varied employments, which afford work to every convict able to perform it, and to the good will and energy of the officers generally, the task of carrying on the administration of this Penitentiary, in a manner to merit the approval of the Department, is an easy one.

How the administration is made easy.

It may be well to state, in relation with the new buildings, that the bricks have been made, the stone quarried, the lime burned, the timbers wrought and the iron for the doors and gratings for the cells and windows forged by convict labor. The actual expense of those buildings to the Government is not one-half of what the same work would cost if done by contract.

What has been done by convict labour for the new wings.

Though all the mechanics' work has been done by convicts, it must not be supposed that we found those mechanics ready to our hands among the prisoners. At least five-sixths of them acquired their skill in the Penitentiary. These men, it is hoped and believed, will be less likely, on their discharge, to relapse into crime, as they will have the means of pursuing an honest calling. It is of immense benefit that the opportunity thus offers for the convicts to learn trades. The prisoners themselves duly appreciate this boon. So many are desirous to learn that it is made a privilege to be obtained only by good conduct. Moreover, it is a significant fact that the cases of misconduct among those prisoners who are employed at trades are fewer than among those who are jobbing about, although the latter is much the easier work.

Mechanics trained in the Penitentiary.

The moral, religious and literary education of the convicts has been attended to, here, with sedulous care and fidelity. The chaplains have no other clerical duties to engage their attention than those they perform in the Penitentiary; therefore, they can devote their whole time to the improvement and advantage of the prisoners placed under their spiritual care. The advantage of thus inculcating religious feelings will not be contested by anybody, and, notwithstanding the doubts which have been created by injudicious

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The chaplains and their duties.

exaggerations of the result of these influences, and by misconception of the true position of and the functions fulfilled by the chaplains of penal institutions, it is certain that these advantages are much valued by the prisoners, and that the exertions of the minister of religion bear, perhaps, as much fruit as in the world outside.

Library and School.

The Prison Library and School—as in the other Penitentiaries—are in charge of the Chaplains' department. Books of a purely religious, instructive and entertaining character are supplied to the prisoners and are eagerly sought after by them. The school is most efficiently conducted by the attentive Schoolmaster, and the progress made by the majority of the pupils is most gratifying. The Catholic Chaplain visits the school every day, thus by his presence and influence rendering such moral aid to the teacher as tends greatly to promote his success.

More land required.

I advocated, in my last Annual Report, the expediency of purchasing more land for farm use and extending the area of the prison enclosure. I beg earnestly to call attention to this matter, in that, the yard is now crowded to a most inconvenient extent by the additions made to the original buildings. The land immediately adjoining the Penitentiary is in the market and can be bought, I am informed, at a reasonable price. Dr. Taché, in his Report as Commissioner, urges very forcibly the acquisition of the Germain farm, and mentions the exact amount for which it could be purchased when he was at St. Vincent de Paul, in the fall of 1879. I would suggest that the terms, for which the land can be now had, be ascertained, and that an item to cover its purchase be placed in the Estimates. That the yard must be enlarged is beyond yea or nay. All who see it, capable of forming a correct opinion, admit this fact. The boundary wall cannot be extended without more land being had; consequently, the conclusion to be deduced is too evident to need mention.

ST. JOHN PENITENTIARY.

No change—working of the Institution creditable.

No change in the arrangements of the prison or in the employments of the convicts, except the manufacture of the furniture for Dorchester already mentioned, took place last year. It is gratifying to be able again to report that its working has been creditable to the Warden and his staff of officers.

Difficulties in the way of the administration.

The administration, for the last year, was attended with considerable difficulty and required the exercise of the utmost circumspection and activity. This state of things was caused by the uncertain tenure of the premises as a Penitentiary, in consequence of various dates having been fixed for the transfer of the convicts to Dorchester. In view of this remarkable phase in their career of restraint, the prisoners became abnormally excited and more than ever on the *qui vive* for opportunities to escape. All plans to this end were frustrated by the vigilance and energy of the staff.

Manufactures.

The manufacture of brooms, tubs and pails was carried on, up to the removal of the convicts in July. The demand for these articles was better than the previous year, and prices ruled a shade higher.

Surplus lumber how disposed of.

The surplus quantity of spruce and pine logs, purchased last year for manufactures, was partly converted into furniture and partly sawn into dimensions for the use of Dorchester Penitentiary, where the lumber will be turned to good account.

Machinery to be transferred.

The engine, boiler and machinery, used in the workshops, have been taken apart and made ready for shipment to the new Penitentiary, where, in due time, they will be utilized.

A considerable stock of prison supplies, including clothing, bedding, provisions, horses, wagons, a number of fine hogs, tools, &c., was removed to Dorchester. Supplies, &c., removed to Dorchester.

I cannot too highly commend the zeal and industry displayed by the Warden, and the officers in charge of the gangs employed on the work, as well as by the convicts themselves, in the manufacture of the very large supply of furniture, tools, etc., which I ordered to be made for Dorchester Penitentiary. The order was executed within a very limited space of time. The workman-like and skilful manner in which the varied and extensive list of articles was turned out reflected credit on all concerned. Laudable energy and promptitude displayed in manufacturing the furniture for Dorchester.

The conduct of the convicts, all things considered, as also their industry, affords no grounds for serious complaint. No outrage or no bad breach of discipline was brought under my notice by the Warden. Conduct and industry of the convicts.

The year has passed over without any subordinate officer having been reported to me for misbehaviour or neglect of duty. No complaint against any of the officers.

The health both of officers and convicts has been good. Taking into account the general overcrowded state of the prison, the very imperfect ventilation of the cells, of the open dormitory and hospital immediately under the roof, along with the squalid condition and shattered health of the great bulk of the short-term prisoners, upon being received, the unexceptional sanitary state of the penitentiary has been to me a marvel for several years. Its situation on the edge of the Bay of Fundy, where the inmates had the benefit of a superabundance of invigorating saline air must account for its salubrity. The medical attendant, Dr. Daniels, has been always at his post at the prescribed time, and prompt in taking precautionary measures to ward off the encroachment of disease. Sanitary report.

On 14th July last, fifty-eight male convicts were removed, under warrant, from this to the Penitentiary at Dorchester. Two female convicts, for whom there was, then, no proper accommodation in the new institution, and one male too sick to be removed, were left behind here. The transfer was made without any accident or occurrence of an unpleasant nature. The officers of the St. John Penitentiary, under the direction of the Inspector, formed the *posse* on the occasion. The convicts behaved, *en route*, with great propriety. Removal of the convicts to Dorchester.

The following officers, who had been employed here, have been incorporated with the staff of Dorchester Penitentiary, viz.:—The Chief Keeper, the Engineer, to act as assistant; three Keepers, six Guards and the Matron, who will perform the duties of Deputy Matron. The officers who have been continued in the service.

The following officers were retained here, to take charge of the three convicts and the short term prisoners, until the closing of the Penitentiary in October, when their services were dispensed with, namely:—The Warden, the Roman Catholic and Protestant Chaplains, the Surgeon, Clerk of Warehouse, Storekeeper, two Guards, the Night-Watchman and Deputy Matron. The Warden has been superannuated, and a gratuity, proportionate to length of service, has been allowed to each of the other officers retired, one excepted, from whom this measure of grace has been withheld by the Government, for good and sufficient reason. The officers who have been dispensed with.

The Accountant, Mr. George L. Foster, whose ability and upright conduct for the last six years I took occasion, on several occasions to bring under the notice of the Department, has been appointed by you, General Accountant of Penitentiaries. I feel every confidence he will prove himself worthy of and fitted for the position in which he will have a wider field for his qualifications and usefulness. The late Accountant appointed General Accountant of Penitentiaries

Views respecting the unsuitability of this place as a Penitentiary. The change beneficial to the convicts.

I cannot forbear expressing my sincere satisfaction that the opening of Dorchester Penitentiary has closed the door of this as one of the penal establishments of the Dominion. From my first visit, to the present time, I have always considered and reported the concern unfit for the purpose to which it was devoted. It might have answered well enough for a common gaol—and a very common one at that—but it was utterly unsuited for a Penitentiary. There was not a solitary object or feature in the place, physically speaking, calculated to cheer, to elevate, or to produce a softening influence upon the hapless *détenu* during his dreary term of confinement. All was grim and dismal. Hence I rejoice that the New Brunswick convicts have been removed from the evil associations to which their constant intercourse with the short term prisoners exposed them, and that their material condition is so much improved by the change.

HALIFAX PENITENTIARY.

- In statu quo.* No change calling for special remark save the transfer of the thirty convicts to Kingston, before mentioned, took place here since 30th June, 1879.
- Character of the administration. The administration was carried on effectively and economically, and the discipline was well maintained, under circumstances similar to those related of St. John Penitentiary, in reference to the removal of the convicts.
- State of the Prison. The prison has been throughout the year in good repair, secure, clean, orderly, well ventilated and supplied with good water.
- Conduct and industry of the prisoners. My examination of the report and punishment books along with the statement of the Warden, at the time of my inspections, enable me to say that the conduct and industry of the convicts have been commendable. This can be judged by the return of punishments inflicted. Truly, it is to the Warden's credit that he was able to maintain strict discipline with so little punishment.
- The staff. I am pleased to be able to bear testimony to the good character and the faithful discharge of their duties by every officer on the staff. Could each one have been retained for service at Dorchester, it would have given me much gratification.
- Industries. The industries consisted of broom and shoe-making, quarrying, farming on a small scale, stone-breaking and the usual routine work of the prison.
- Enhanced value of the land. As at St. John, the land attached to the Penitentiary here has been greatly enhanced in value for the last five years. Several acres, which appeared irreclaimable, have been cleared of rock and scrub, and are now capable of producing a variety of vegetables or other crops.
- Salubrity of the Penitentiary. The situation of the Penitentiary on the North-West Arm, is highly favorable for health. In addition to the pure and health giving sea air from the broad Atlantic all the year round, the convicts bathed, in summer, in the salt water at the Penitentiary wharf, where an enclosed structure was erected some years ago for this sanitary object. Hence, cases of severe sickness either among the officers or prisoners have been of rare occurrence. The surgeon, Dr. Black, who has been attending this Penitentiary for the last thirty-six years, has been most punctual and unremitting in his attention to those who required his professional aid. Few understood better the protean character, the whims and peculiarities of our convicts in their innumerable devices to impose upon the doctor, or could more successfully deal with the impostors, without exciting

their ill will or wrath, than this veteran physician. Few, too, of the officers or convicts who have passed through the institution down by the sea since 1844, have left it without a pleasing recollection and a friendly feeling towards the amiable and kind-hearted gentleman who, while attending to their bodily ailments, did not fail to administer, by way of advice and consolation, the healing anodyne to their aching and wounded hearts. My official and personal relations with Dr. Black have always been of the most agreeable nature and I regret they are at an end.

The Chaplains regularly officiated, and gave religious instructions on the days prescribed by the rules. Both these gentlemen have been very earnest and assiduous in their efforts to promote the reformation and spiritual welfare of the convicts under their ministerial charge. The Chaplains.

The school has been a success. It has been conducted by the Accountant, Mr. John F. Cotton, whose competency as a school-master has been proved by the steady progress made by his pupils for several years. The School.

The removal of fifty-seven convicts from this Penitentiary to Dorchester, was effected on the 16th July last, over the Intercolonial Railway. Owing to the completeness of the arrangements the transfer was accomplished in the quietest and most orderly way. Removal of the convicts to Dorchester.

Two female convicts were left behind for the same reason as at St John Penitentiary.

A considerable quantity of supplies, &c., was conveyed to Dorchester.

From the staff here, the Chief Keeper, who has been appointed Steward, two Keepers and five Guards have been selected for service at Dorchester Penitentiary. Officers transferred to the Dorchester staff.

The following officers have been retired: The Warden, superannuated, Protestant and Roman Catholic Chaplain, Surgeon, Matron, Accountant, one Trade Instructor, and two Guards, all of whom received suitable gratuities. Officers retired

In connection with the superannuation of the Warden, I beg to recommend that favorable regard be had to the permanent injury which his health has suffered from the murderous blow on the head which he received, about two years ago, from one of a number of convicts whose escape he endeavored to prevent. A calamity of this nature befalling a deserving officer in the execution of his duty, should, I think, entitle him to some indemnity beyond the superannuation allowance awarded by the Treasury Board. A plea for the late Warden.

I shall always look back with satisfaction to my visits to Halifax Penitentiary, and to the good understanding with its officers. Neither in my personal intercourse nor in my correspondence with the staff of this institution, has anything of an unpleasant or censurable nature occurred, save once. Then, pardon followed censure, and there was no wrong-doing any more. A pleasing retrospect.

This Penitentiary was finally closed, also, at the end of October, and has been handed over, with the one at St. John, to the Department of Public Works. Closing of the Penitentiary.

MANITOBA PENITENTIARY.

Not having had time or opportunity to visit this institution since last January, when the office of Assistant Inspector was abolished, I can only state, upon the strength of the reports of Mr. Nixon for the first six months, and upon those of the Warden for the last half Working of the institution.

of the year, that the affairs of the Penitentiary have progressed successfully.

Complaints against the do-nothing and do-little policy of the P.W.D.

I regret being obliged to add I cannot say as much for the operations which have been carried on here, under the control of the Public Works Department. The complaints which reached this Branch from the Warden, during the late Administration, that nothing at all was done to supply the wants or remedy the defects which stared one in the face, still continue, but changed in character. The ex-Minister of Public Works received repeated applications for appropriations for heating, for necessary repairs and improvements, for officers' tenements and prison outbuildings. The four walls of the Penitentiary—encircling as many defects as could well be included in a building of the same character and size—seem to have been considered quite adequate to meet all the requirements of an institution intended for the safe custody and proper employment of criminals. On the bleak prairie, with the mercury ranging between 30° and 40° below zero, a few dilapidated stoves were judged sufficient to impart heat and comfort to the shivering inmates of the Stony Mountain Penitentiary. The Surgeon's report of pneumonia, bronchitis, influenza, rheumatism, coughs and catarrhs and such other ailments, as cannot be attributed to a well regulated warm temperature, but contrariwise, though transmitted with forcible appeals from the Minister of Justice of the day—especially by Mr. Blake—for necessary action, met with no favorable response. The applications for stables, for sheds for the protection, in winter, of the cattle; for the storage of coal and wood; for the waggons and other vehicles; for a barn for hay, straw and other forage; for cottages to accommodate the officers who had been so long subjected to inconvenience and discomfort; for a fence to aid in preventing escapes—were all in vain. The present Minister of Public Works has caused appropriations to be voted by Parliament for most of the requirements just mentioned, after having taken the trouble to satisfy himself that they were needed. The complaints from the Warden, of late, are grounded upon the great difficulty and delay which he experiences in having the material supplied for the purposes intended by the Minister of Public Works, when he asked for the money the two last Sessions. It were needless for me to supplement this statement of facts by saying it were greatly to be desired that the necessary works, now in progress, should be completed and with the least possible delay.

Conduct of the prisoners.

The conduct of the convicts, so far as I have learned, was tolerably good.

Corporal punishment; circumstances causing its infliction to be reported.

I observe, from the statistics, that corporal punishment was resorted to in certain instances. This would indicate that some grave breaches of rule or discipline occurred, as it is only in such case the lash is brought into requisition. It were more satisfactory that every Warden, who may find it necessary to award corporal punishment, should state the circumstances which compelled him to have recourse to the extreme means which the law has placed in his hands for the punishment of prison offences and for the breach or enforcement of the rules. While deeming it necessary to ask for such information, I think it well to state that I have no misgiving on the score of corporal punishment being arbitrarily or capriciously adjudged by any Warden. At the same time, when an official return exhibits flagellation has been employed as a means of punishment, the reading public would be, naturally enough, curious to

know the reason. This could be set down in general terms, by having the nature of the offence, in each case, stated. In England and Ireland the Director whose functions, like the Inspector here, are magisterial, awards punishment for offences of a grave character. Only the Director has power to order corporal punishment, and he only for certain offences defined by the Secretary of State, and after full inquiry on oath conducted in the most formal manner. The great distance of some penitentiaries from the Seat of Government, and the considerable delay that would attend a report and reply between the Warden and Inspector, on the one hand, and the necessity, on the other, of punishment being promptly administered to have an efficacious and deterrent effect, causes the Wardens of our penitentiaries to be vested with larger powers, in this respect, than are conferred under the British system. I am happy to be able to bear testimony that these powers have been always exercised, during my term of office, at least, with good judgment, moderation, and in a humane spirit.

The rule, in England and Ireland regarding the administering of corporal punishment.

Why our Wardens are vested with larger powers and how they use them.

There is a prospect, I believe, of artificial heat being substituted for the present defective and inadequate plan of heating the building by means of stoves. I hope mention can be made of this, as an accomplished fact, in the next Annual Report.

Steam to be used instead of stoves.

I have again to report that a fence is very much required. Without a barrier of some kind or other surrounding the Penitentiary, it is extremely difficult to prevent convicts from escaping. Besides, the officers are kept in a perpetual state of suspense and anxiety owing to the great responsibility which the unprotected state of the prison imposes upon them. A temporary fence, enclosing a few acres, should be put up as soon as possible. The permanent wall, to enclose twelve acres, ought to be commenced early in the spring. An appropriation for this work will be necessary, to include quarrying and building implements, blasting powder and the cordwood for lime-burning.

Great need of a fence.

Allow me, in this report, as in the last, to represent the advisability and ultimate economy of adding about two hundred acres more to the Penitentiary Reserve. Were this done, the meat, vegetables, including potatoes, and forage necessary for the use of the Penitentiary, could be annually produced on the farm. The sooner land could be procured the more reasonable the terms of purchase would be, as its value becomes more and more enhanced every year.

Additional land required.

I regret to see by the Roman Catholic Chaplain's report that the Catholic convicts are not properly treated by some of the officers. This is the first time a complaint of this kind has been made by an official of any Penitentiary, so far as I know. At my next visit I shall make the necessary inquiry into the charge. Meanwhile, I shall ask the Warden to report any facts upon the case within his knowledge.

Report of R. C. Chaplain that Catholic convicts are ill-treated by officers.

Owing to the opening of the railway between Winnipeg and Stony Mountain, it is to be expected that some saving will be effected in procuring certain supplies, especially fuel, the haulage of which, in the past, has been a considerable item of expense.

Advantage to be derived from the railway.

Judging from the statistics of labor furnished by the Warden with his report, the convicts appear to have been constantly and usefully employed all the year on the farm, and at work connected with the Penitentiary.

Convict labour.

The Chaplains report favorably of the conduct of the prisoners attending their respective chapels.

Conduct of the prisoners in the chapel.

Resignation
of Rev. Fa-
ther Lacombe

I look upon the resignation of Father Lacombe as a loss to the convicts who had been under his spiritual care. His experience among them for many years, and his zeal for their welfare, cannot be over-rated. However earnest and devoted he may be, it will take his successor some time before he will be able to acquire the same amount of influence over the prisoners, for good, as had been exercised by Father Lacombe.

Attendance
of the Chap-
lains less
difficult in
future.

The attendance of both Chaplains, for a great part of the year, has been, hitherto, accompanied with much hardship and difficulty. The opening of the railway has, in a great measure, removed those drawbacks.

Early pros-
pect of
another wing
being neces-
sary.

In view of the gradual increase in the number of convicts and of the rapidly growing population of the Province, the time is fast approaching when another wing must be added to the present building. A small grant to start the building would not be premature this present Session. Were a thoroughly competent man employed who could combine a knowledge of masonry and stonecutting to instruct the prisoners, it might be possible to have the new building constructed by convict labor. Whether the new wing be undertaken or not during the next financial year, the quarrying of stone for the foundation, the basement and the boundary wall, as well as the manufacture of bricks and lime could be commenced with the opening of spring.

BRITISH COLUMBIA PENITENTIARY.

Conduct of
the convicts
reported to
have been
unsatisfac-
tory.
Something
amiss.

The report of the Assistant Inspector and of the Warden concur in representing the conduct of the convicts as unsatisfactory during the year. The Warden attributes this falling off to the bad character of the convicts who have been committed since the beginning of the year. This is a rather strange state of affairs. I would be very reluctant to cast a reflection upon any officer without being fully satisfied of his culpability, yet I cannot shut my eyes to the palpable fact that there must have been some laxity and remissness in enforcing observance of the rules and regulations, some want of administrative ability when it is found necessary to report that *thirty-three* convicts cannot be kept in order by the Warden and his staff.

A visit by the
Inspector
apparently
required.

I am ready to admit that the want of a fence and the consequent temptation to escape are circumstances calculated to keep convicts in a continual state of excitement and to withdraw their minds from the proper performance of their allotted duties, when side by side with the temptation of outside locks and bars; but, nevertheless, I cannot divest myself of the belief that a proper display of judgment and firmness in dealing with any bad or unruly characters among the convicts, must have produced good results. It might be well after more than two years since the opening of this Penitentiary, if a visit by the Inspector were made, to examine into its working and see in what way the administration may be improved or altered.

Efficiency of
the Deputy
Warden.

The Assistant Inspector and the Warden speak in high terms of the efficiency and vigilance of the Deputy Warden. He was selected from the Kingston staff on account of his superior qualifications for the position. The recommendations made in his regard for a higher rate of remuneration in requital for his valuable services will, I hope, be favorably considered.

Fence
wanted.

I will to invite your attention to the remarks in the Roman Catholic Chaplain's report upon the great loss that is felt for a fence. Five attempts at escape—two being successful—were made in the course

of the year. The Penitentiary is situated on the outskirts of an impenetrable forest which invites evasion and renders recapture extremely difficult. I earnestly recommend that an appropriation be made to buy enough lumber to fence two or three acres until the permanent prison wall be built.

When at New Westminster I examined the fence which surrounds the Lunatic Asylum there, and it appeared to me just such an one as would suit for the Penitentiary. It enclosed about five acres, and the cost of it, by contract, was under \$3,000. The expense would, of course, be much less were convict labor employed.

A fence which would suit and its cost.

The large workshop which the Warden asks for in order to protect the convicts in the rainy season when at work, is of pressing necessity. This also can be erected by the prisoners, if the material be supplied by the Public Works Department.

A large workshop needed.

The Warden reports the "Old Government House" to be unoccupied, and the fine grounds surrounding it to be suffering injury from trespass. The married officers have no quarters at or near the Penitentiary. They are obliged to live in New Westminster, too far away from the Penitentiary. The house and grounds being on the Penitentiary Reserve, it appears very strange, indeed, that there should be any let or hindrance to the building being occupied for any suitable purpose in connection with the institution. In my last Report I strongly advised the surrender, by the Public Works Department, of the "Old Government House" and grounds to the Penitentiary, instead of their being reserved and thrown open for "picnic parties," and I am now more convinced than I was then, that the exigencies of the Penitentiary imperatively call for the cession which I recommended.

The "Old Govt. House" and grounds again.

Both Chaplains represent the department of the prisoners, during religious exercises and while receiving instructions and advice, to be respectful and attentive.

Chaplains' reports of convicts' conduct.

The school which is taught by the Accountant, is reported to be going on favorably, the progress made by the prisoners in attendance being satisfactory.

An additional supply of books for the library is greatly required.

The Surgeon reports the sanitary condition as improved. He adverts, and with good reason, to the inconvenience felt through the want of an hospital or distinct infirmary ward, and of a proper surgery.

DORCHESTER PENITENTIARY.

This institution is situated about a mile and a-half from the station on the Intercolonial Railway and a short mile from the snug and stirring little Village of Dorchester, in the County of Westmoreland. It is distant from Moncton twenty-eight and from Amherst twenty-one miles.

The site.

The buildings stand upon a plateau, which is considerably elevated. From the trains, passing along the Intercolonial Railway, they can be seen to advantage, and present a very imposing appearance.

Prominent position of the buildings.

The portion of the Penitentiary which has been built contains, in the front part, the offices of the Inspector, the Warden and the other higher officers; the chapel which accommodates the Protestant and Catholic prisoners; the quarters of the Deputy-Warden, the Matron, Deputy-Matron; rooms for the Roman Catholic Chaplain, the Surgeon; temporary cells and workroom for female convicts and an hospital ward for the time being.

The front portion of the edifice.

- The Rotunda.** The rotunda, between the front building and the prison wing, is a spacious, lofty and lightsome hall, surmounted by a cupola and surrounded by three tiers of galleries which lead from the cells to the chapel. From this place the wings will radiate, as at Kingston. It is now used as a refectory.
- The Wing.** The prison wing contains one hundred and twenty cells of good size, being 4 feet 6 inches wide by 9 feet long. The corridors surrounding the cells are roomy, well-lighted and thoroughly ventilated. In the basement are the kitchen, pantry, scullery, prisoners' bath-room, store-rooms, the engine-room and coal cellars.
- How heated.** The buildings are heated by steam, an engine of about 34 horse-power having been placed in posit on early last year. It is thought another engine of the same capacity will be necessary to supply sufficient heat in extreme cold weather, and to have one available in case of the other being disabled or requiring repairs.
- The land.** Some 600 acres of land are attached to the Penitentiary, of which only about 150 are cleared, including the bottom or marsh land, near the Memramcook River, which is good for meadow and pasture. The remainder of the land is all but valueless to the Penitentiary, either because of the absolute sterility of a portion of it, or on account of the great distance from the penitentiary of the lots that would admit of cultivation. There is a large quantity of lumber on the land, which, in course of time, may be made useful for manufactures.
- Water supply.** An excellent supply of good water has been obtained from a hill side a short mile from the Penitentiary. On the summit of this hill is a miniature lake, from which there is a perennial flow that finds an outlet about two hundred yards lower down, where the reservoir has been built. From tests carefully made, at different times of the year, it has been ascertained that the vent from the hill-top basin is capable of furnishing abundance of water for all purposes. The height of the source gives more than a sufficient head of water to reach over the roof of the Penitentiary in the event of fire. The trench was dug and the pipes were laid by the convicts under competent superintendence provided by the Public Works Department.
- Stone** When the site for the Penitentiary was selected, in 1875, it was confidently stated by the architect appointed to superintend the building—the late Mr. Stead; by Mr. George Chandler, from whom the property on which the Penitentiary is built was bought; and by his father, the late Lieut.-Governor Chandler, and, I may add, by Sir Albert J. Smith, than an ample supply of choice building stone would be found on the land belonging to and adjoining the Penitentiary. Relying on the statements of these gentlemen, which appeared to me confirmed by my own examination of the outcrop of stone above the surface in several places, I mentioned, in my report to the Minister of Justice, previous to the purchase of the land, that stone, in sufficient quantities to be quarried, could, doubtless, be obtained. The contractor, Mr. J. G. Macdonald, did not succeed in finding a quarry while engaged in building the Penitentiary. It must be said, however, that proper tests were not made. At my earnest recommendation, the late Minister of Public Works consented to include in the Estimates an item of \$1,000 to meet the expense necessary in making excavations in search of a quarry. The amount was voted and placed under the control of Sir A. J. Smith; but, owing to his preoccupation by other matters of, perhaps, greater moment, and to his absence at Halifax, in attendance on the Fishery Commission, the grant was not made available and lapsed at the end of the fiscal year. The

experiment of finding out whether a quarry is hidden or not, can now be easily and almost inexpensively made by the convicts sinking test pits wherever the indications seem most favorable.

Should stone be discovered in sufficient quantity to give employment to a good gang of convicts in dressing it, a profitable industry would be opened up. Being a gray free-stone it is much prized in the Eastern States for private residences. An inlet of the Bay of Fundy within two miles of the Penitentiary where there are wharves approached by a switch from the main line of the I. C. R. affords facilities for shipment by water in whatever direction may be required.

A picket fence, some 12 feet high, enclosing about twelve acres, The fence. has been erected by the convicts under the direction of an Overseer, from the Public Works Department. This affords great security against escapes. The permanent boundary wall, of stone, will be built by convict labor inside this temporary enclosure, whenever the work can be advantageously undertaken.

In the winter, when suitable employment cannot be provided for Broom- all, it might be profitable to resume the manufacture of brooms. making.

The staff is composed as follows:—The Warden, Mr. Blair Botsford; Protestant Chaplain, Rev. R. Symonds; Roman Catholic Chaplain, Rev. E. L'Abbé; Deputy-Warden, Mr. John B. Forster; Surgeon, Dr. Robert Mitchell; Accountant, Mr. John A. Gray; Chief-Keeper, Mr. George Keeffe; Storekeeper, Mr. John Fraser; Steward, Mr. Charles Ross; Hospital Overseer, Mr. P. McGowan; Engineer, Mr. Robert J. Cook; Assistant Engineer, Mr. John R. Ferrie; Schoolmaster, Mr. Thomas Short; Matron, Mrs. A. Chipman; Deputy Matron, Mrs. Catharine Keeffe; five Keepers; twenty Guards; a Farmer-Gardener, and two Teamsters. The staff.

It were premature to express an opinion upon the individual or collective merits of the untried officers; I am full of the hope, however, that the Warden will, very soon, find them capable, zealous and intelligent.

I beg leave, Sir, in conclusion, to renew my very grateful acknowledgment of your kind treatment and amiability towards me, as well officially as personally.

I have also much pleasure in recording my high sense of obligation to the Deputy Minister of Justice, Mr. Tash, for the valuable advice and assistance which I received from him on all occasions, in connection with the discharge of my important duties.

I have the honour to remain, Sir,
Your very obedient servant,

J. G. MOYLAN,
Inspector of Penitentiaries for Canada.

KINGSTON PENITENTIARY.

REPORT OF THE WARDEN FOR THE FISCAL YEAR ENDING 30TH
JUNE, 1880.

KINGSTON PENITENTIARY, 1st July, 1880.

SIR,—I have the honor to submit my Tenth Report on the management of the Kingston Penitentiary, with the usual Returns, for the fiscal year ending 30th June, 1880.

My administration of affairs here during the past nine and a-half years, has confirmed the opinion which I held when I accepted the office of Warden, namely, that even those of our fellow creatures who are looked upon as the most wicked and degraded class, can be most easily and successfully governed by kindness rather than by harshness. That most men and women, however low they may have fallen, appreciate firm yet generous treatment, and are more likely to become subdued and subordinate by cultivating what little self-respect may be left to them, rather than to be controlled by severity and repression.

The degrading punishment of flogging has not occurred here during the year. I find that two or three months' solitary confinement, rather than corporal punishment, has the most deterrent effect upon the incorrigibles to be found in every large institution of this kind.

I do not flatter myself, however, that much permanent good can be effected under our present principle of prison management. The evil associations which prevail in prisons where the gang or congregate system of prison labor exists, must necessarily educate the novice in crime, and in most cases any good influences brought to bear upon him have little beneficial effect, and he leaves the Penitentiary more depraved than when he entered it.

Mere classification of criminals without individual separation is of little use, very often the best educated and most orderly convicts are more dangerous than the ignorant and low. The vices and associations of the former may have been of a more refined character, but all the more dangerous to society on that account. They have not laid themselves out for acts of petty larceny, or to commit themselves for offences when intoxicated, their education, plausible manners and shrewdness, enable them to prey upon the public on a larger scale. Yet these are the criminals who receive most sympathy when convicted, and become in prison objects almost of public curiosity and commiseration, and would undoubtedly be placed in the highest class in any prison where classification was practiced, although these very men would be the greatest criminal heroes in the place, and the most dangerous to society when at large. Complete isolation whilst in prison would have the most deterrent effect upon them.

Rules may easily be laid down for the external conduct of prisoners, and these may be carried out either by force or persuasion—I lean to the latter method—but after all, if the heart has not been made better, little good has been accomplished.

Some people appear to think and argue that a convict should be more susceptible of receiving good impressions than church-going people outside, but such reasoning is absurd. The restraint necessarily imposed upon all prisoners keeps them in a state of almost constant mental irritation, and this is not the proper frame of mind to receive good impressions of any kind. They are far more likely to be impressed by the evil suggestions of vicious companions. Hence I think the only hope for improvement—I will not say complete reformation—is to keep all prisoners in separate confinement from the moment they enter the prison until they leave it.

A convict can perform just as much of certain industries working in a suitable cell alone—where he eats, sleeps and works—as when he is employed in a gang with fifteen or twenty others, or it may be in a shop with one hundred and fifty others.

However, I endeavor to make the best of the system as I found it, but I do not

expect much good to result from it, except to keep the vicious who are caught from preying on the public during the term of their sentence.

The conduct of the prisoners generally has been very good. As a rule most of them perform a fair day's labor, and occasionally, if there is a necessity for it, they will work just as faithfully as men employed at free labor outside.

All convicts who are able to work are required to do so at some useful industry. Fortunately, from the extent and variety of work to be found here, all can be suited.

The farm, gardens, quarries, drains, roadways, &c., outside the walls, and the various and extensive workshops inside, give ample employment to all; more especially since several Departments of the Government find it advantageous to send here a portion of their work.

There remained in this Penitentiary, on the 30th June, 1879, 733 male and 26 female convicts; total, 759.

Received since—from common gaols, 180 males and 8 females, total, 188; from St. Vincent de Paul Penitentiary, 4 males and 2 females, total, 6; from Halifax Penitentiary, 30 males; from Prince Edward Island, 8 males; from Penetanguishine Reformatory, 3 males; re-captured, 1 male. Total received during the fiscal year, 226 males and 10 females; together, 236. These added to 759, as at 30th June, 1879, make a grand total of 995.

Discharged during the year, by expiration of sentence and remission, 203 males and 10 females; by pardon, 35 males and 2 females; sent to Lunatic Asylum on expiration of sentence 1 male and 1 female; deaths, 9 males and 2 females; total, 248 males and 15 females; together, 263, which deducted from 995, left remaining in this Penitentiary, on 30th June, 1880, 711 men and 21 women; total, 732.

Daily average of population, 737 $\frac{3}{4}$.

The cost per capita of each convict was—for staff \$55.99; rations, \$34.73; clothing, \$12.13; discharge clothing and cash paid to convicts on discharge, \$9.28; heating, \$9.41; light, \$1.93; bedding, \$1.49; sundries, \$1.78; repairs to buildings, \$9.48; total, \$135.22. From which may be deducted cash revenue remitted to Receiver-General, equal to \$20.07 for each convict, reducing the cash cost per head per annum to \$115.15.

Our principal works now in progress are the new Criminal Lunatic Asylum, which I hope to see completed about the 1st January; a stone barn, with cellar for roots, in course of erection on the new farm, and which will probably be completed in time to receive this year's crop. It is proposed also to put up a double stone cottage near the barn, to accommodate a farm teamster and the officer who looks after the root cellars and piggery. This has been considered necessary as a protection to the Prison property.

The health of the convicts continues to be very good. Cleanliness, good plain food and suitable clothing contribute very much to this satisfactory physical condition of the prisoners; and also, no doubt, to the comparative good order of the Prison.

I am, Sir, your obedient servant,

JOHN CREIGHTON, *Warden.*

J. G. MOYLAN, Esq., Inspector of Penitentiaries, Ottawa.

THE REPORT OF PROTESTANT CHAPLAIN FOR THE YEAR ENDING
30TH JUNE, 1880.

SIR,—I have the honor to report that I have, during the past year, paid 1,465 visits to convicts in hospital, the number of individuals thus visited 117, of those 8 died, 7 men and 1 woman. Of these, 3 were privately baptized and 4 received the

sacrament, 4 others also received the sacrament in hospital. It is here that our most satisfactory work is done, as the men are for the time separated and there is little to counteract any good influences that may be brought to bear on them. Every year increases my belief that a solitary system would be better for the moral improvement of men, provided always it was so regulated as not to be injurious to the health of mind or body.

I also report the Sunday and week-day Services as duly performed; that I instructed 1,489 convicts in classes, and duly performed the other duties belonging to the Chaplain's office.

I remain, yours respectfully,

C. E. CARTWRIGHT, *Protestant Chaplain.*

J. G. MOYLAN, Esq., Inspector of Penitentiaries, Ottawa.

CATHOLIC CHAPLAIN'S REPORT.

KINGSTON PENITENTIARY, October, 1880.

SIR,—In my report of the year ending July, 1880, I can in a few words state all I find necessary. The Prison was well conducted, the convicts, as a rule, were healthy and well-behaved. We had but two deaths among the Catholics. Both parties received all the consolations of holy religion.

In speaking of the health of the convicts, I might say I read with much pleasure and interest the report of Messrs. Taché and Miall, Special Commissioners to the Penitentiary of St. Vincent de Paul. In that report I remarked one paragraph which requires a little explanation. It is under the heading *Sanitary Condition of the Prison*. In it we find that St. Vincent de Paul has the lowest percentage of deaths and cases of insanity and incapacitation for work, of any Penitentiary in the Dominion, and that Kingston has the highest. This state of things I can readily understand, as during the space of time alluded to in this excellent report, the Penitentiary of St. Vincent de Paul sent us its sick, its half-demented and worthless men. In fact, with few exceptions, the men received from St. Vincent de Paul were incapacitated for work when they were sent us.

I am yours, &c.,

P. A. TWOHEY, Pt., *Catholic Chaplain.*

J. G. MOYLAN, Esq., Inspector of Penitentiaries, Ottawa.

KINGSTON PENITENTIARY, 2nd July, 1880.

SIR,—I have the honor to present my report for the year ending 30th June, 1880.

The institution was never in a better state as regards its hygienic condition than at present. There could be no stronger evidence of this than what is shown in the statistics herewith annexed. The precautions taken and the measures adopted by the Warden of late years, to maintain, as far as possible, the health of the prison, has been productive of the most satisfactory results. In an institution of this kind particularly, vigilance in this respect requires to be constantly exercised, and the slightest relaxation as regards preventive measures would soon be suddenly and seriously felt. Happily for the institution, the Warden endeavors to infuse into all the officers and inmates these important matters. The more intelligent convicts appreciate the efforts made to prevent disease, and set a good example to others. There are many who enter the prison who seem to have lost all proper sense of cleanliness;

these are taught at once its benefits, and in many instances it is the first step towards a return to right feeling.

As stated in former reports, a large number are committed to this Penitentiary broken down in health physically and mentally, and it takes some time to overcome the effects of years of dissipation. I am glad in being able to state that the humane care of these people manifested by the authorities of the Penitentiary has not been in vain; men and women lost to all sense of shame and self-respect when they came here, have left the prison, at any rate, with a higher sense of what is due to humanity, than what they would have had under opposite treatment. Upon perusal of the tables it will be observed that nothing of an epidemic nature has visited us. Ordinary diseases, such as prevail outside only, have occurred. The annual mortality varies, being influenced much by the fact that some come here hopelessly diseased.

The daily prescriptions for the past year, exclusive of those undergoing treatment in Hospital, aggregate 2034.

In all that concerns the Hospital department, the Warden takes a deep and sympathetic interest, which very much contributes to its efficiency.

The Insane Ward, as regards the inmates, remains about as usual; there is nothing of a special character to state about them, the number varies but little. As soon as it is deemed proper some of them are placed at some work, which has a good effect upon them. There are many weak-minded men among the convicts; these occasionally are taken into the Insane Ward, and after a respite seem improved.

The conduct of those confined in the Insane Ward is similar to those in ordinary Lunatic Asylums.

The physical health of those men is good; there has been no deaths among them the past year.

I have, in Mr. Halliday, the efficient Hospital Overseer, an excellent assistant, who with the officers and orderlies intelligently attend to their duties.

I have the honor to be, Sir, your obedient servant,
M. LAVELL, M. D., *Surgeon*.

J. G. MOYLAN, Esq., Inspector of Penitentiaries.

KINGSTON PENITENTIARY.

ANNUAL RETURN of Sick treated in Hospital, from 1st July, 1879, to 30th June, 1880.

Diseases.	Remained.	Admitted.	Discharged.	Died.	Remaining.	Remarks.
Abscess		8	7		1	Average daily sick, 9.43. Daily percentage of sick to strength, 1.23.
Anasarca		1	1			
Aneurisma Abdominal		1		1		
Apoplexy		1		1		
Ascites		1	1			
Asthma	1	3	4			
Boils		3	3			
Bronchitis		5	4	1		
Burns		8	8			
Caries		1	1			
Cephalœa		1	1			
Chok rine		15	15			
Chorea	1			1		
Colic		2	2			
Contusion		16	16			
Cutaneous		8	8			
Debility		1		1		
Dementia		3	3			
Diarrhœa		14	14			
Dysentery		1	1			
Dyspepsia		10	10			
Epistaxis		1	1			
Erysipelas		1	1			
Febricula	1	54	55			
Fever, Intermittent		3	2		1	
Fever, Typhoid		14	14			
Fracture		1	1			
Hemoptysis		1	1			
Hæmorrhoids		3	3			
Hydrocele		1	1			
Hypochondriasis		1	1			
Hysteria		1	1			
Lumbago		5	5			
Malingering		18	17		1	
Meningitis		1		1		
Neuralgia		3	3			
Ophthalmia		8	8			
Orchitis		1	1			
Periostitis		2	2			
Peritonitis	1	1		2		
Phtthisis Pulmonalis	1	1	1	1		
Pneumonia		2	1	1		
Rheumatism	1	10	11			
Scrofula		4	3	1		
Sinus		1	1			
Sprain		5	5			
Stricture		2	2			
Syphilis		1	1			
Ulcer		6	6			
Whitlow		1	1			
Wound	3	15	18			
Total	9	271	266	11	3	

M. LAVELL, M. D., Surgeon.

KINGSTON PENITENTIARY, 1st July, 1880.

ANNUAL RETURN OF DEATHS IN HOSPITAL, KINGSTON PENITENTIARY, FROM 1ST JULY, 1879, TO 30TH JUNE, 1880.

No.	Names.	Age	Disease.	When Admitted.	When Died.	Country.	No. of days in Hospital.	Remarks.
1	Isaiah Butler.....	24	Peritonitis.....	27th June, 1879.....	1st July, 1879.....	United States.....	6	
2	Peter Hollinsworth.....	23	Chorea.....	4th June, 1879.....	4th July, 1879.....	Canada.....	31	
3	Alexander Balk.....	69	Debility.....	12th August, 1879.....	17th August, 1879.....	Germany.....	6	
4	John Arnold.....	36	Scrofula.....	14th July, 1879.....	10th Dec. 1879.....	Canada.....	160	
5	Richard Chrysler.....	36	Peritonitis.....	8th Dec. 1879.....	24th Jan. 1880.....	do.....	48	
6	Lucinda Martin.....	20	Phthisis Pulmonalis.....	6th Dec. 1879.....	21st Feb. 1880.....	do.....	78	
7	Ellen Morrison.....	25	Meningitis.....	19th Feb. 1880.....	4th March, 1880.....	do.....	15	
8	Frederick W. Ollard.....	43	Apoplexy.....	5th March, 1880.....	6th March, 1880.....	England.....	1	
9	John Rose.....	.....	Abdominal Aneurisma.....	27th Feb 1880.....	8th March, 1880.....	United States.....	10	
10	Chanancy Joslyn.....	.....	Bronchitis Chronic.....	27th March, 1880.....	1st June, 1880.....	do.....	67	
11	James Bennett.....	52	Pneumonia.....	27th March, 1880.....	10th April, 1880.....	Ireland.....	15	

STATEMENT OF ACCIDENTS TO CONVICTS IN THE KINGSTON PENITENTIARY DURING THE YEAR, FROM 1ST JULY, 1879, TO 30TH JUNE, 1880.

Date.	Names.	Where Employed.	Nature of Accident.	Cause of Accident.	No. of days in Hospital.	Remarks.
1880.						
17th Jan.	Jas. McCarthy.....	Stone Shed.....	Struck by chip of stone in left eye, partial loss of sight.....	Stone flying from chisel.....	31	
15th March..	Thos. Hagarty.....	Quarry.....	Loss of three frnt teeth ; eye and fac. burnt.....	Premature explosion of blast.....	20	
28th May.....	Charles Finlay.....	Stone Shed.....	Finger crushed.....	Whilst lifting stone.....	29	

M. LAVFILL, M. D., Surgeon.

KINGSTON PENITENTIARY, 1st July, 1880.

RETURN shewing movements of Insane Convicts from 1st July, 1879, to 30th June, 1880.

Distribution.	Male.	Female.	Total.
Remained under treatment, 30th June, 1879	20	1	21
Since admitted from :			
Kingston Penitentiary	8	1	9
St. Vincent de Paul, Quebec	4		4
Total number under treatment during the period.....	32	2	34
Discharged :			
Cured	4		4
Improved sufficiently to resume work	3		3
Transferred to Provincial Asylums on expiration of sentence	1	1	2
Died.....			
Remaining under treatment 30th June, 1880.....	24	1	25

NUMBER of Punishments in the Female Department in the Kingston Penitentiary, for the year ending 30th June, 1880.

	Total.
Reports and Reported, 1 in November and 3 in March	4
Admonished, 1 in March.....	1
Solitary cell, 1 in November	1
Solitary cell and admonished, 1 in March	1
Lost part of remission only, 1 in March.....	1

RETURN of work done in the Female Department of the Kingston Penitentiary, for the year ending 30th June, 1880.

No.	Articles.	Equal to Days.	Rate.	Amount.		Total.			
				\$	cts.	\$	cts.		
78	Pairs of braces	15½	40	\$	6 24	\$	cts.		
330	do pants	330	do		132 00				
1,237	Handkerchiefs—prison and discharge.....	1237½	do		49 48				
471	Pairs of drawers	314	do		125 60				
417	White flannel and cotton shirts	417	do		166 80				
685	Neckties	68½	do		27 40				
36	Barbers' cloths	9	do		3 60				
12	Bakers' aprons	4	do		1 60				
6	do caps	1	do		0 40				
34	Pudding cloths	5½	do		2 27				
57	Bandages for hospitals	4¾	do		1 90				
14	Shrouds do	14	do		5 60				
248	Pillow-ticks	41¾	do		16 54				
1,719	Pairs of socks.....	1,719	do		687 60				
1,347	Towels	1347½	do		53 88				
2	do rollers.....	1	do		0 40				
400	Pillow-slips	66¾	do		26 67				
53	Pairs of mitts.....	53	do		21 20				
191	Sheets.....	95½	do		38 20				
.....	Mending for male prison	175	do		70 00				
.....	do female do	250	do		100 00				
.....	Housework, cooking, nursing, &c.	2,948	do		1,175 20			2,712 58	68 00
.....	Custom work								
<i>On Government Contracts.</i>									
128	Grey flannel shirts for Indian Department.....		25		32 00				
136	Neckerchiefs do do		10		13 60				
1,190	Grey flannel shirts for N.-W. Mounted Police		25		297 50			343 10	
						2,123 68			

FEMALE DEPARTMENT, KINGSTON PENITENTIARY, 30th June, 1880.

SIR,—I herewith submit my Report on the Female Department of the Kingston Penitentiary for the fiscal year just closed.

On 1st July, 1879, there remained in this Department of the Penitentiary 26 female convicts. During the year 8 others were received from Dominioa gaols, and 2 from St. Vincent de Paul Penitentiary. Total, 36.

During the year 10 were discharged, 2 pardoned, 1 sent to the lunatic asylum on expiration of sentence here, and 2 died. These deducted from 36 leave 21 now in the Female Prison.

The conduct of these women has been very good; very little punishment, and that of a light character, has been found necessary. The quiet and good order of this Department being in marked contrast with that which prevailed during the early period of my experience here some nineteen years ago.

The industry of the female prisoners has also been very good, not only as to the quantity, but the quality of the work performed. I have generally found them anxious to carry out my instructions from a desire to please rather than from fear of punishment.

A reference to the accompanying return will shew what the nature and extent of their work has been.

I am, Sir, your obedient servant,

MARY LEAHY *Matron.*

J. G. MOYLAN, Esq., Inspector of Penitentiaries.

SCHOOL REPORT.

KINGSTON PENITENTIARY, 1st July, 1880.

SIR,—On behalf of my five assistant teachers and myself I have the honor to report that the average daily attendance of convicts at school during the last fiscal year was 118.

Branches taught: spelling, reading, writing, and arithmetic.

The present plan of appointing six officers of the Penitentiary to conduct the school during 40 minutes of the mid-day meal hour has produced very satisfactory results. On this plan there is no interruption of prison labour. The officers maintain discipline and much better order. Application to school duties is also much greater, and hence the increased success of the prison school.

Cases occur frequently where convicts sentenced for only two years learn to read and write so as to be able to pen their own letters to their friends. Besides the instruction imparted in school, a large number of convicts have school books, slates and copy books in their cells, and devote the two or three evening hours spent in their cells before retiring, to improve themselves in their simple studies.

On the whole we have reason to be satisfied with the progress made.

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

J. B. MATTHEWSON, *Schoolmaster.*

J. G. MOYLAN, Esq., Inspector of Penitentiaries.

REVENUE of the Kingston Penitentiary for the Fiscal Year 1879-1880.

DR.				CR.				
1879.	—			\$ cts.	1880.	—		\$ cts.
Aug. 11	To Draft, No. 229, sent Hon.				June 30	By	Prison labour.....	10,103 88
	Finance Minister		439 41		do 30		Stone and lime.....	3,951 40
Sept. 1	do	297 do ...	527 10		do 30		Blacksmiths' shop.....	243 70
do 10	do	336 do ...	706 59		do 30		Tailors' shop.....	99 70
do 20	do	357 do ...	1,221 53		do 30		Gate money.....	272 00
Oct. 3	do	384½ do ...	45 21		do 30		Matron's workshop.....	68 00
Nov. 8	do	499 do ...	370 25		do 30		Carpenters' workshop.	38 27
do 20	do	527 do ...	1,875 11		do 30		Light	17 55
Dec. 9	do	582 do ...	954 00		do 30		Farm	3 00
1880.								
Jan. 7	do	656 do ...	379 88					
do 15	do	677 do ...	511 58					
do 29	do	710 do ...	1,100 00					
Feb. 10	do	755 do ...	363 95					
do 10	do	754 do ...	234 00					
Mar. 4	do	832 do ...	2,043 65					
April 13	do	928 do ...	1,279 90					
May 25	do	61 do ...	1,216 70					
June 29	do	158 do ...	174 72					
July 3	do	172 do ...	1,000 00					
do 13	do	209 do ...	351 62					
			<u>14,797 20</u>					<u>14,797 20</u>

ACCOUNT of sums expended, compared with the sums granted for the Kingston Penitentiary, for the Year ended 30th June, 1880, showing the surplus or deficit upon each sub-head of Vote.

Service.	Grant.	Expenditure.	Expenditure compared with Grant.	
			Less than Granted.	More than Granted.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Staff Salaries—				
1 Warden.....	2,600 00	2,600 00	.....	.....
1 Deputy.....	1,400 00	1,400 00	.....	.....
2 Chaplains—Protestant.....	1,200 00	1,200 00	.....	.....
Roman Catholic.....	1,200 00	1,200 00	.....	.....
1 Surgeon.....	1,800 00	1,800 00	.....	.....
1 Accountant.....	1,000 00	999 98	0 02	.....
1 Warden's Clerk.....	700 00	699 96	0 04	.....
1 Chief Keeper.....	800 00	799 92	0 08	.....
1 Storekeeper.....	700 00	699 96	0 04	.....
1 Schoolmaster.....	600 00	600 00	.....	.....
1 Steward.....	650 00	649 92	0 08	.....
1 Clerk of Works and Chief Trade Instructor	1,000 00	999 96	0 04	.....
2 Trade Instructors—1st Class.....	1,400 00	1,399 92	0 08	.....
do 2nd Class.....	2,240 00	2,239 68	0 32	.....
1 Hospital Keeper.....	700 00	699 96	0 04	.....
6 Keepers.....	3,000 00	2,499 60	500 40	.....
43 Guards.....	19,350 00	18,606 43	1,643 57	.....
2 do Insane Ward.....	900 00	.....	.....	.....
4 Teamsters.....	1,400 00	1,399 68	0 32	.....
1 Matron.....	500 00	499 92	0 08	.....
1 Deputy-Matron.....	300 00	300 00	.....	.....
1 Assistant-Deputy.....	.....	142 34	.....	142 34
Retiring gratuities.....	1,925 00	.....	1,925 00	.....
Uniforms.....	1,598 00	1,570 28	27 72	.....
Maintenance.....	56,288 58	45,162 22	11,126 36	.....
Working expenses.....	20,366 00	17,479 07	2,886 93	.....
Capital Account.....	1,300 00	1,068 03	231 97	.....
Amount required for 50 convicts of St. Vincent de Paul Extension, not ready in time..	6,000 00	.....	.....	.....
This has been used for Industries, equal to.....	.....	5,797 07	202 93	.....
	130,917 58	112,513 90	18,546 02	142 34
Expenditure less than estimated.....	.....	.....	18,403 68	.....

I certify that this account has been examined under my directions and is correct.

J. L. McDOUGALL, Auditor General.

Examined, JOHN B. SIMPSON.

DEBTS owing to the Penitentiary as on the 30th June, 1880.

Good debts.....	\$2,196 52
Bad, old and doubtful debts.....	474 04
Total.....	\$2,670 56

CLAIMS against the Penitentiary.

As on the 30th June, 1880.....	\$17,233 21
Amounts subsequently paid	17,233 21

KINGSTON PENITENTIARY, 30th June, 1880.

CRIMINAL Statistics, Kingston Penitentiary, for the Year ending 30th June, 1880.

Description.			Description.		
Males.	Females.	Total.	Males.	Females.	Total.
Race.....			Country.....		
White.....	10	211	Denmark.....	1	1
Coloured.....	21	21	Germany.....	2	2
Indian.....	3	3		225	10
	225	235			235
Marital.....			Religion.....		
Single.....	4	173	Congregationalist.....	1	1
Married.....	4	54	Catholic.....	64	5
Widowed.....	2	8	Church of England.....	72	3
	225	235	Methodist.....	44	1
			Presbyterian.....	26	1
			Baptist.....	13	3
			Lutheran.....	3	1
			Disciples.....	1	1
			None.....	1	1
				225	10
					235
Age.....			Crime.....		
Under 20 years.....	1	38	Felony.....	1	1
From 20 to 30 years.....	4	114	Misdemeanor.....	1	17
do 30 to 40 do	3	38	Horse stealing.....	17	1
do 40 to 50 do	1	26	Attempt to rape.....	1	23
do 50 to 60 do	1	10	Burglary.....	23	67
Over 60 years.....	9	9	Larceny.....	61	4
	225	235	Murder.....	3	11
			Wounding.....	10	1
			Assault to rob.....	1	2
			Buying stolen goods, &c.....	2	6
			Larceny and receiving.....	5	9
			Arson.....	9	20
			Burglary and larceny.....	19	4
			Shooting.....	4	1
			Obstructing railway.....	1	1
			Horse stealing and larceny.....	5	6
			Sodomy.....	2	2
			Forgery and fraud.....	2	1
			Forgery and embezzlement.....	1	7
			Robbery.....	7	3
			Robbery.....	3	3
			Embezzlement.....	3	1
			Having burglars' tools in possession.....	1	1
			Sheep stealing.....	1	1
			Robbery and wounding.....	1	1
Education.....			Country.....		
Cannot read.....	1	52	England.....	27	27
Read only.....	1	17	Ireland.....	22	5
Read and write.....	8	166	Scotland.....	6	6
	225	235	Ontario.....	100	3
			Quebec.....	10	1
			New Brunswick.....	7	7
			Nova Scotia.....	18	18
			Prince Edward's Island.....	7	7
			India.....	1	1
			United States.....	24	1

Criminal Statistics, Kingston Penitentiary—Continued.

Crimes.....				County.....			
Description.	Males.	Females.	Total.	Description.	Males.	Females.	Total.
Horse and cattle stealing	1		1	Stormont, Dundas and Glengarry...	2		2
Bigamy	1		1	Lennox and Addington	1		1
Horse killing	1		1	Ontario	3		3
Attempt to murder	1		1	Middlesex	6		6
Rape	11		11	Welland	11		11
Receiving	1		1	Grey	9		9
Highway robbery	5		5	York	43	2	45
False pretence	1		1	Kent	2	1	3
Arson and larceny	2		2	Lincoln	8		8
Abortion		1	1	Simcoe	5		5
Manslaughter	3		3	Elgin	8		8
Larceny and aggravated assault	1		1	Wentworth	8	1	9
Destroying property	1		1	Brant	9		9
Post Office robbery	1		1	Essex	6		6
Burglary and arson	1		1	Frontenac	1		1
Having counterfeiting tools in possession	1		1	Carleton	10	2	12
Sending threatening letters	1		1	Oxford	3	1	4
Uttering counterfeit coin	3		3	Northumberland and Durham	3		3
Aggravated assault	5		5	Prince Edward	3		3
	225	10	235	St. Vincent de Paul Penitentiary	4	2	6
				Prescott and Russell	2		2
				Wellington	4		4
				Perth	3		3
				Haldimand	1		1
				Waterloo	3		3
				Norfolk	8		8
				Lambton	8	1	9
				Bruce	2		2
				Halifax Penitentiary	30		30
				Prince Edward Island jails	8		8
				Leeds and Grenville	3		3
				Renfrew	2		2
				Halton	1		1
				Hastings	1		1
				Penetanguishene Reformatory	3		3
				Lanark	1		1
	225	10	235				
					225	10	235
Occupation.				Sentences...			
Description.	Males.	Females.	Total.	Description.	Males.	Females.	Total.
Plumber	1		1	2 years	56	6	62
Farmers	8		8	2 do and 1 day	1		1
Laborers	115		115	2 do	2		2
Clockmakers	2		2	2 do 2 days	4		4
Moulders	2		2	2 do 6 months	1		1
Cook	1		1	2 do 9 do	62	3	65
Carpenters	14		14	3 do	1		1
Butchers	4		4	3 do and 3 months	1		1
Stonecutter	1		1	3 do 6 do	1		1
Printer	1		1	4 do	20		20
Sailors	9		9	4 do 6 do	1		1
Tailors	9		9	5 do	33		33
Tinsmith	1		1	6 do	1		1
Cigar makers	2		2	7 do	19		19
Shoemakers	13		13	7 do and 9 do	1		1
Painters	8		8	10 do	12		12
Blacksmiths	4		4	11 do	1		1
Masons	4		4	12 do	1		1
Coopers	3		3	14 do	3		3
Clerks	5		5	15 do	1		1
Merchants	2		2				
Barbers	3		3				
Locksmith	1		1				
Bricklayers	2		2				
Shipwright	1		1				
Boiler maker	1		1				
Car builder	1		1				
Engine driver	1		1				
Pumpmaker	1		1				
Machinist	1		1				
Baker	1		1				
Contractor	1		1				
Brushmaker	1		1				
Chairmaker	1		1				
Females		10	10				
	225	10	235				

Criminal Statistics, Kingston Penitentiary—*Concluded.*

Description.			Males.	Females.	Total.	Description.			Males.	Females.	Total.
Sentences....	25 years.....		1		1	Courts.....	Assizes.....	44		44	
	Life.....		3	1	4		Police Court.....	50	5	55	
			225	10	235		Queen's Bench, Quebec	4	1	5	
Courts.....	Interim Sessions.....		66	3	69	Supreme Court, N.S....	30		30		
	General do		23	1	24	do P.E.I.....	8		8		
							225	10	235		

ST. VINCENT DE PAUL PENITENTIARY.

1st July, 1880.

SIR,—According to the rules and regulations of the Penitentiary service I have the honor to transmit to you herewith the annual reports, accounts, statistical and other tables of this Penitentiary, for the year ended thirtieth June last.

I beg to submit that, inasmuch as the management of the St. Vincent de Paul Penitentiary was only entrusted to me on the twenty-first of June last, at which date I was appointed Acting Warden, in consequence of leave of absence having been granted to Mr. Warden Duchesneau, being only nine days from the end of the fiscal year, I consider it not expedient or proper for me to refer to the management of this Institution previous to my appointment as Acting Warden. As you are already familiar with the operations of this prison during the period in question, I shall content myself with simply placing on record the expression of satisfaction I feel in being able to report to you that the discipline, works in progress and general operations were carried on with that zeal and despatch so necessary to secure success in the administration of the affairs of every penal institution.

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

H. BRODIE MACKAY, *Acting Warden*

J. G. MOYLAN, Esq,
Insp. of Penitentiaries, Ottawa.

(Translation.)

REPORT OF THE ROMAN CATHOLIC CHAPLAIN FOR THE YEAR
ENDING 30TH JUNE, 1880.

ST. VINCENT DE PAUL, 1st July, 1880.

SIR,—On the 22nd August, 1878, at Stockholm, Sweden, took place the opening of a Penitentiary Congress, of which I have as yet been unable to obtain the official Report. I have before me a work on that Congress published by two of its members, M.M. Desportes and Lefebure.

In perusing this book which is nothing but a faithful summary of the labors of the Congress. I could not help being struck at seeing the members of that distinguished assembly, men coming from all parts of the world, and connected with Penitentiary management, with the diplomatic body, with special societies or with the academies of various countries, or devoted to Penitentiary science, put forth the same doctrines I have myself advocated in my official and private reports.

I mention this fact, not as a tribute to my vanity, but in order to show that a deep study and experience of Penitentiary questions cannot fail to bring all minds to an agreement as to the great principles which must form the basis of every sound system of Penitentiary management.

An opinion which I have already repeatedly expressed, and which I find to be approved by a vote of the Congress, is the necessity of adopting, under one form or another, the cell system. The most satisfactory results have followed from the trial of this system in most of the countries of the world, "Whether as applied to the whole penal term, or as constituting merely the first period of a progressive system applied to long terms of confinement, individual imprisonment is now in operation in all parts of the world and in all latitudes."

The reasons which cause me to persist in the effort to obtain a trial of the cell system are to be found in the following words quoted from the Report on the Congress of Stockholm. I may state that I have already repeatedly given these same reasons myself in my previous annual reports. The form may be different but the substance of the idea is the same. I now quote the report: "Most of the crimes which are committed are the direct result of the social influences, the inequality, the pressure, the demoralization and degradation which surround malefactors and drag them down. Such was the society, and such the atmosphere, that developed what is called their instinct for sociability. Hence the first thing to be done is to take them out of that atmosphere, to remove them from those influences now and for the future. But how inconsistent to withdraw them from an atmosphere in which they have, it is true, met with none but evil influences, but where they might have met and might still meet good influences and then plunge them into another atmosphere restricted and limited, where they must unavoidably and necessarily meet with none but influences the most detestable! And there you hope to reform, to amend, to transform them! You doubly intensify the pestilential air which has destroyed their moral health, and yet you expect to cure them! You expect to succeed in doing so by the help of Keepers whom they will detest, of Schoolmasters whom they will turn to mockery, and Chaplains whom they will overwhelm with abuse!

"What precautions will you adopt against the inevitable contagion of vice? Isolation during the night, during meals and recreation? You will in that way prevent the worst evils; but will you prevent, so soon as your convicts come together again, their foul conversations, bragging over past crimes and the frenzy of excited hopes? But the rule of silence, you say, is really something inhuman and contrary to nature." (*S.P. at the Stockholm Congress.*)

In several of my previous reports, as I said above, I have put forward the same arguments I have just quoted. I have always considered those arguments unanswerable, and I am now more than ever convinced of their perfect soundness. Mere common sense tells us that it is not by exposing the criminal to the contagion of evil company that he is to be reformed. "Let the public street, if you will, be the criminal's cell," said Mr. DeMetz, "I consent to it, but on one condition, that you exclude all malefactors therefrom."

The one sole object, then, of the cell system, is to remove the convict from the contagion of vice by isolating him from those who may injure him or from those whom he himself may injure. Such is the system as it is now understood and put in practice, and such is the system approved of by all who are really anxious for improvement in the Penitentiary system. Having removed the criminal from pernicious influences, put him, as often as you possibly can, in communication with the Keepers, the Chaplains, charitable visitors, &c. Surround him with good company. When this shall have been done you will be entitled to look for his amendment.

My reason for again urging that a trial of this system, the only rational system in my opinion, should be made, is that the Government is now causing large additions to be made to the Penitentiary of St. Vincent de Paul. Now would it not be advisable that one or two of the wings remaining to be built should be constructed on a plan which would enable us to make a trial of the cell system. Nothing could be

easier it seems to me. It would only be necessary to alter the plan of the internal divisions of the buildings to be erected, and to adapt the cells to the requirements of the new system. All this can be done without great expense and without changing the outward appearance of the buildings. As to the results for the good government of the institution, the reformation of the convicts, the diminution of relapses, I am convinced that on all these points we cannot fail to derive great benefit.

I desire also to point out in this report a state of things which it is perhaps difficult to change, but which must, in my opinion, always impede the uniformity and progress of our Penitentiary system; I mean the fact that our Prisons and our Penitentiaries are not placed under one and the same control.

Our Penitentiaries, our common gaols, our reformatories, the Central Prison, &c., are all under the control of different Governments and Inspectors. Hence arises the impossibility of securing uniformity of action in the management of our penal institutions. Now, however wisely your Penitentiaries may be administered, if the other penal institutions connected with the Penitentiaries do not assist you, if those institutions are constructed on opposite or different principles, you will never attain the measure of success you would otherwise be entitled to expect. The same spirit must be manifest at all stages of the penalty which the law inflicts, from the Police Stations of our large cities to the Penitentiaries.

The administration of penal institutions is one of the matters in which centralization or unity of government appears to me to be necessary. The Congress of Stockholm insisted strongly on that point, and after a lengthy debate in which all the arguments for and against were ably put forth, the Congress at its sitting of the 25th August, voted without opposition the following resolution: "It is not only useful but necessary that there should be in the State a central power to direct and superintend all the prisons, without any exception, and also all establishments appointed for young delinquents."

Nevertheless, it must be admitted, however wise may be the laws and regulations, success must ever remain limited, if those entrusted with the carrying out of the law are not qualified for their position. "The true guarantee of the Penitentiary system lies essentially in the staff," said M. le Conseiller T. Canonico, before the Congress of Stockholm. "Give me the best of rules with a bad Warden and there will be no results; give me a good Director, even with an imperfect rule, and I warrant you all will go well." Nothing can be truer, for to Penitentiary institutions, more perhaps than any others, is the saying applicable,—"*Les institutions valent ce que valent les hommes.*" Now here, so long as greater care is not taken than is now taken, in the selection of the staff of the Penitentiaries; so long as politics exert a tyrannical control, not only in the selection of the managers of the Penitentiaries, but even in the internal government of those institutions; so long as positions involving the greatest responsibility are bestowed in return for services rendered to one or the other political party, it is useless to attempt any real reform. "There are certain interests" said the Committee of Organization of the Congress of Stockholm, "such as religion and education, which politics should never touch. Penitentiary management is of the number also."

It must be said, however, that these remarks do not apply generally to the several Ministers which have succeeded one another since the opening of the Penitentiary of St. Vincent de Paul, nor to the Inspector. Far from it, for to my own knowledge certain Ministers, as well as the Inspector, on many occasions and under different Administrations, have publicly condemned the introduction of politics in the management of the Penitentiary. If their lessons had been adhered to by their subordinates many troubles would have been avoided, many intestine divisions would have been prevented—divisions which create a general feeling of uneasiness, prevent that good understanding which ought to prevail between the members of the same Administration, and paralyse the efforts of those who are anxious to do good.

Not only is it necessary that there should be at the head of the prisons men of integrity and intelligence, entirely devoted to the work entrusted to them, but the heads must be surrounded by a staff of Keepers capable of seconding them. Now

nothing is more difficult than to find a good staff of Keepers. The social class from which they are selected, their want of education and instruction, often render them unfit for the difficult duty imposed upon them. Mr. DeMetz thought that "the task of reforming vicious men cannot be entrusted to the first comer. Men fit to undertake the task of implanting a love of virtue in a vicious nature," he added, "are not to be found at a moment's notice; moral transformations can only be accomplished by persistent efforts and enlightened zeal." "You must," added Mr. Richard Peterson, Director of the Cellular Prison, at Christiania, "thoroughly convince each prison official of the value of a human soul."

Now, at the risk of repeating what I have already several times said, I assert again to-day that we shall never have a staff of officers fit for their calling, so long as we continue to select them with the lack of discernment which has, up to this day, characterized the selection of a good many of them. But in order to be in a position to make a selection, you must also be in a position to offer to those whom you wish to enrol in the service of the prisons a suitable salary; this is an indispensable condition. Thus the Congress of Stockholm adopted the following resolution, after a long discussion on the subject I am now treating: "The Section is of opinion that it is important that the keepers, before being finally admitted, should receive theoretical and practical instruction. It also holds that the essential condition for a good recruitment of keepers, is the granting of such remuneration as will attract and retain competent men, coupled with such guarantees as will insure the stability of their position." (Sitting of 22nd August.)

One word now respecting the protection to be afforded to liberated prisoners. If it is desirable to prevent backsliding, it is absolutely necessary to come to the assistance of the prisoner when set free in some manner. Advice, a wise and discreet supervision, assistance given in season, would prevent the relapse of a great number of criminals. Inasmuch as the object of imprisonment is not only to punish but also to reform the guilty one, means must be taken to ensure this double result. Chastisement is inflicted necessarily by imprisonment itself; in this direction the object of the law will assuredly be effected. As regards moral improvement, it cannot always be effected within the precincts of the prison, the influence for good commenced within its walls must therefore be continued outside of them. Furthermore, it is especially immediately after his release from prison that the criminal has the most need of a succoring hand. Left to his own resources, repulsed by every one, surrounded by allurements of all kinds, what can he do if no one comes to his assistance? He will be compelled to return to his old habits. He will become a criminal again because the means of becoming an honest man have not been offered to him. The experience derived from a great number of years has convinced me that it would be an easy thing to prevent the relapse of many criminals by means of Benevolent Aid Societies for the liberated prisoners. If all my time was not taken up in the duties of the position occupied by me, I would make a point of endeavoring to attempt the formation of such a society. And I should be certain to succeed, especially in our large cities, where such societies would be most useful. But in order to do this I should be obliged to devote time of which I have not the disposal, and incur expenses which I am not in a position to do. Let us hope that others will undertake this important duty.

Since my last report the work of construction has been pushed forward with vigor. The south wing has been completed and given over for the use of the prisoners. This new wing is most certainly the finest portion of the buildings, as much for its convenience as for the finish of the work. The Roman Catholic chapel has been completed with the exception of certain details of the ornamentation, which are now in progress. A new wing, to contain one hundred and thirty-two (132) cells, is in course of construction, and rising rapidly. This latter building, commenced in the spring, will be closed in before the end of autumn. Other works, such as trenches, excavations for drains, etc., are also being actively proceeded with. These various works furnish the prisoners with an occupation which is useful to themselves, inasmuch as they give them an opportunity of learning various trades, while at the same

time powerfully assisting in the maintenance of discipline, for work is the surest guarantee of good discipline.

In the matter of discipline I should remark that since we have discontinued sending to Kingston our most unmanageable prisoners, it is becoming harder to keep up the same discipline as formerly. In certain connections these migrations, which took place once or twice in each year, were of great assistance to us, in that they enabled us to free ourselves of the most difficult cases to deal with. I make these remarks, incidentally, in order that the rights of the case may be known.

The school continues to give entire satisfaction. Under the circumstances I think it would be difficult to desire more. The instructor fulfils his duty with zeal and intelligence, and his success is remarkable. The school has never been on such an efficient footing since the opening of the institution. The school hour is not, as it once was, an hour lost. It is the best spent hour in the day. As a consequence the progress made has, in many cases, been truly surprising. Every three months my colleague and I make a critical examination of the school, and record in writing the remarks which we have to make upon the progress and conduct of the school. Up to the present time we have had nothing but praise to bestow, both on the teacher and his pupils.

The number of relapses for this year has been considerable. Of one hundred and sixty (160) prisoners received during the year, thirty-five (35) were backsliders for the first, second and third time. This is a percentage much too large. There are few countries, I believe, where the number of relapses is so great.

In addition to these thirty-five (35) who have already passed through the Penitentiary, ninety-seven (97) others have passed through reformatory prisons and common gaols, some of them as many as 40 times. Total previously imprisoned, one hundred and thirty-two (132). Only twenty-eight (28) have never suffered any imprisonment previous to being sentenced to the Penitentiary.

During the year ten prisoners, of whom seven were Roman Catholic and three Protestant, were pardoned by the Governor General. One hundred and five (105) were set free at the expiration of their sentence; four lunatics and two women were transferred to Kingston, and one escaped. In all one hundred and twenty-two (122) departures, against one hundred and sixty (160) arrivals. Of the one hundred and sixty (160) admitted during the year, one hundred and twenty-eight (128) were Roman Catholics and thirty-two (32) Protestants.

On the 30th June, 1879, the total population of the Penitentiary was three hundred and seven (307), of whom two hundred and seventy-one (271) were Roman Catholics and thirty-six (36) Protestants. At the end of the same year, or on the 30th June, 1880, the total number was three hundred and forty-five (345), of whom fifty-four (54) were Protestants.

During the year, fifty-one (51) prisoners out of the one hundred and twenty-two (122) discharged, learnt to read and write at the Penitentiary.

A few remarks about the four (4) lunatics transferred to Kingston, seem to me to be necessary. One of the four confessed to me some time before his departure, that several years ago he had commenced to pretend to have epileptic fits in order to be sent from the prison to the Asylum at Longue Pointe. He succeeded at that time in having himself pronounced insane and in passing several months doing nothing at the Asylum. When condemned later on to the Penitentiary, having a horror of work, he tried the same game, thinking that he would succeed as he had done the first time. But, when he saw that he was to be sent to Kingston instead of Longue Pointe, he acknowledged that his madness was only pretended. But, it was too late, arrangements had been made for his transfer.

Another was a sort of imbecile having passed a great portion of his life in prison. He has been the object of mockery and bad treatment from the others. This helped to make him intractable and to render necessary his being sent to an Asylum.

A third had passed the greater portion of his life in the midst of the forest. He was one of those intractable characters who can hardly reconcile themselves to a sedentary and regular life. From the time of his arrival he gave signs of eccentricity

which made him a subject of remark. His condition gradually became worse, until at last it became impossible to control him.

Lastly, I attribute the madness of the fourth to domestic misfortunes and family troubles. He had escaped, been retaken, and had received an addition to his first sentence. The whole together had thrown him into a kind of despair, which caused him to lose his head.

The health of the convicts has been very good. Few public institutions have been as much favored in this respect as the Penitentiary has been. No death has occurred. In this connection, I would remark that the Hospital, being necessarily a place where a little more freedom must be permitted the prisoners, it follows that a keener vigilance should be exercised there.

Now, I think, and I have already had occasion to call the attention of the authorities to this point, that the surveillance over the infirmary falls greatly short of what is desirable. It would be very much to the purpose, I think, that it should be seen to, that the infirmary be not a place of meeting, either for the convicts or the officers.

The conduct when in the chapel is satisfactory. The chanting and the ceremonies of worship are done, as far as possible, with all the solemnity of the Roman Catholic ritual.

I think that I can say, in closing, that the greater part of the employés do their utmost in order to carry out conscientiously their duties. There may be exceptions but, thanks to God, they are pretty rare. And besides perfection is found with difficulty upon this earth, especially in Penitentiaries.

I have endeavored to make my dealings with all parties as agreeable as possible. I understand that the co-operation of the Chaplain is necessary to the authorities, and that co-operation they have a right to require. I understand also that without the assistance of the officers the work of the Chaplain would produce no result. It is, therefore, necessary that there should be good will and good understanding amongst all. This good will and this understanding, I have endeavored to promote as much as it was possible for me to do.

Lastly, I shall close these few remarks by expressing a wish that the visits of the Inspector may be more frequent for the future than they have been in the past. For my part, I have no doubt that many difficulties would have been avoided, if the Inspector had visited the Penitentiary oftener. I blame no one. I state a fact. I have already stated in my former reports that two visits a year were not enough. What shall I say when there is no visit at all.

If I may be allowed to say unreservedly what I think, I will add that the plan suggested by the Enquiry Commissioners, Messrs. Taché and Miall, for reviving the old Board of Penitentiary Directors, would be the surest method of insuring an efficient superintendence. One man alone, whatever may be his capacity, will never be sufficient for the duty.

I have the honor to be, Sir, your very humble servant,
The Roman Catholic Chaplain,

JOS. U. LECLERC, *Priest.*

J. G. MOYLAN, Esq., Inspector of Penitentiaries, Ottawa.

RETURN of Officers Employed at the Kingston Penitentiary, as on 30th June,
1880, giving Rate of Pay, Age and Date of Appointment.

Name.	Rank.	Salary.	Age	Date of Appointment.	Remarks.
		\$ cts.			
John Creighton.....	Warden	2,600 00	63	1871, Jan. 1.....	
John Flanigan.....	Deputy Warden.....	1,400 00	65	1866, Jan. 1.....	
Michael Lavell.....	Surgeon.....	1,800 00	55	1872, Oct. 1.....	
Sidney W. Scobell.....	Accountant.....	1,000 00	56	1879, Dec. 1.....	
Rev. J. L. Cartwright.....	Protestant Chaplain...	1,200 00	43	1875, Oct. 25.....	
Rev. P. A. Twohey.....	Roman Catholic do ...	1,200 00	31	1875, Dec. 18.....	
Henry A. Jones.....	Clerk.....	700 00	51	1869, May 20.....	
Patrick O'Donnell.....	Storekeeper.....	700 00	44	1857, June 19.....	
James B. Matthewson.....	Schoolmaster.....	600 00	44	1872, Sept. 26.....	
Thomas McCarthy.....	Chief Keeper.....	800 00	44	1856, Dec. 1.....	
William Sullivan.....	Steward.....	650 00	44	1860, Feb.....	
Mary Leahy.....	Matron.....	500 00	42	1861, Jan. 15.....	
Mary Bostridge.....	Deputy Matron.....	300 00	54	1870, Feb. 1.....	
Margaret O'Loane.....	Assist. Deputy Matron	250 00	38	1880, May 1.....	
James Adams.....	Chief Trade Instructor.	1,000 00	47	1869, March 1.....	
William Gemmell.....	Tailor do	700 00	74	1870, Jan. 19.....	
Robert Stewart.....	Blacksmith do	700 00	56	1871, July 17.....	
James Halliday.....	Hospital Keeper.....	700 00	53	1867, Jan. 29.....	
Michael Leahy.....	Keeper	560 00	49	1859, Nov. 1.....	
John Burgess.....	do	500 00	54	1862, June.....	
J. B. Mathewson.....	do	500 00	44	1859, Sept. 6.....	
Alexander Elsmere.....	do	500 00	51	1859, April 13.....	
Thomas Davidson.....	do	500 00	47	1857, Nov.....	
Thomas Carter.....	do	500 00	53	1854, July 26.....	
William Coward.....	Baker.....	560 00	25	1878, June 6.....	
John Swift.....	Messenger	560 00	66	1835, June 1.....	
William McConnell.....	Farmer and Gardener..	560 00	42	1863, April 16.....	
Charles McManus.....	Guard.....	450 00	57	1853, July.....	
William Crawford.....	do	450 00	66	1846, Oct.....	
Allan McDonald.....	do	450 00	53	1855, April 24.....	
Richard Holland.....	do	450 00	59	1858, May.....	
Bernard McGesin.....	do	450 00	43	1859, March.....	
John Crowley.....	do	450 00	39	1863, Jan. 15.....	
Edward Mooney.....	do	450 00	37	1864, Sept. 27.....	
Nicholas Hugo.....	do	450 00	57	1865, March.....	
George Holland.....	do	450 00	60	1866, April.....	
Michael Brennan.....	do	450 00	37	1865, Oct. 3.....	
Robert Priestly.....	do	450 00	56	1855, June 4.....	
James Lindsay.....	do	450 00	57	1866, Feb.....	
James Bryson.....	do	450 00	35	1866, June 7.....	
Jeremiah O'Driscoll.....	do	450 00	49	1866, Oct. 10.....	
Thomas Payne.....	do	450 00	57	1866, Dec. 13.....	
Daniel Fitzgibbon.....	do	450 00	52	1868, Jan. 1.....	
Thomas Smith.....	do	450 00	44	1860, Mar. 19.....	
John Regan.....	do	450 00	51	1859, Oct. 18.....	
Charles McNeil.....	do	450 00	60	1859, Aug. 18.....	
James Evans.....	do	450 00	44	1868, Jan. 18.....	
James Doyle.....	do	450 00	41	1868, Aug. 8.....	
John Scally.....	do	450 00	43	1870, May 4.....	
Thomas Moore.....	do	450 00	36	1870, May 9.....	
John Morton.....	do	450 00	37	1877, July 1.....	
Jeremiah Dillon.....	do	450 00	43	1871, Jan. 1.....	
Edward Burke.....	do	450 00	62	1868, June 20.....	
John Mills.....	do	450 00	29	1875, Oct. 17.....	
Robert McCauley.....	do	450 00	38	1868, Jan. 31.....	
George McCauley.....	do	450 00	40	1876, Oct. 2.....	
James Weir.....	do	450 00	30	1876, Oct. 31.....	
James Mills.....	do	450 00	39	1876, Oct. 2.....	
Lawrence Walsh.....	do	450 00	37	1876, Dec. 18.....	
William Hurst.....	do	450 00	39	1877, Mar. 13.....	
Charles McConville.....	do	450 00	33	1877, July 1.....	
Alexander Atkins.....	do	450 00	23	1878, July 1.....	
Edwin J. Adams.....	do	450 00	21	1878, July 1.....	
James Mills, jun.....	do	450 00	32	1878, Feb. 17.....	

RETURN of Officers employed at the Kingston Penitentiary, &c.—*Concluded.*

Name.	Rank.	Salary.	Age	Date of Appointment.	Remarks.
		\$ cts.			
Andrew Jamieson.....	Guard.....	450 00	29	1879, Aug. 2.....	
Robert Weir.....	do.....	450 00	32	1879, Oct. 13.....	
John Donnelly.....	do.....	450 00	25	1879, Nov. 7.....	
James Douglas.....	do.....	450 00	25	1879, Nov. 13.....	
James N. Morton.....	do.....	450 00	27	1880, Jan. 1.....	
Michael Kennedy.....	Teamster.....	350 00	24	1872, April 1.....	
Henry Woodhouse.....	do.....	350 00	29	1872, Sept. 1.....	
William C. Bell.....	do.....	350 00	37	1877, April.....	
John Kennedy.....	do.....	350 00	26	1877, Jan.....	

KINGSTON PENITENTIARY, 1st July, 1880.

GENERAL SUMMARY of the Value of Labor performed in the Kingston Penitentiary during the Year ending 30th June, 1880.

Department.	Custom.	Officers.	Government Contracts.	Other Penitentiaries.	Kingston Penitentiary	Total.
	\$ cts.	\$ cts.	cts.	\$ cts.	\$ cts.	\$ cts.
Mason.....	4,652 33				32,365 51	37,017 84
Carpenter.....	188 55		2,791 46		12,019 26	14,999 27
Blacksmith.....	28 18		381 54	156 56	16,245 18	16,811 46
Tailor.....	98 20	347 55	2,322 90	4 75	3,848 32	6,621 72
Shoemaker.....		72 70	1,590 80		2,473 94	4,137 45
Farm.....					787 54	787 54
Female.....	68 07		343 10		1,537 38	1,948 48
Totals.....	5,035 26	420 25	7,429 80	161 31	69,277 14	82,323 76

	Number of Days.	Rate per Day.	Amount.
		cts.	\$ cts.
Bakery.....	2,442	75	1,831 25
Steward.....	5,597	40	2,238 80
Wings.....	4,883	40	1,953 20
Wash-house.....	3,457	40	1,382 80
Dryroom.....	5,216	40	2,086 40
Hospital Orderlies.....	1,555	40	622 00
Foundry, &c.....	22,736	40	9,094 40
Chapels, orderlies and messroom.....	1,240	40	496 00
Messenger, &c., North Lodge.....	620	40	248 00
Point, making compost.....	310	40	124 00
Gardens.....	620	40	248 00
Females, housework, nursing, &c.....	2,948	40	1,175 20
			21,500 05
			103,823 81

STATEMENT of Movement of Convicts at Kingston Penitentiary from midnight of the 30th June, 1879, until midnight of the 30th of June, 1880.

Description.	Male.	Female.	Total.	Male.	Female.	Total.
Remaining 12 p.m., 30th June, 1879				733	26	759
Received since :—						
From Common Jails	180	8	188			
St. Vincent de Paul Penitentiary	4	2	6			
Halifax Penitentiary	30		30			
Prince Edward Island Penitentiary	8		8			
Penetanguishene Reformatory	3		3			
Recapture	1		1			
				226	10	236
				959	36	995
Discharged since :—						
By expiration of sentence.....	203	10	213			
Pardon	35	2	37			
Sent to lunatic asylum on expiration of sentence.	1	1	2			
Death.....	9	2	11			
				248	15	263
Remaining at 12 p.m., 30th June, 1880.....				711	21	732

DISTRIBUTION of Convicts at the Kingston Penitentiary on 30th June, 1880.

How employed.	No. of Men.	How employed.	No. of Men.
Carpenter's shop	58	Quarries.....	60
Blacksmith's shop.....	47	New barn—masons, 22; carpenters, 8.....	30
Stonecutter's shop.....	48	Laborers—stripping quarries, 13; on dock, 14.....	27
Tailor's shop.....	94	New Asylum—masons, &c.....	22
Shoe shop	40	Farm.....	30
Foundry, lock-shop, &c.....	89	Gardens	2
Stone pile, stables, bucket ground, &c.....	35	North Lodge—messenger, &c.....	2
Dry-room	27	Chapels	2
Wash-house.....	11	Orderlies.....	2
Dining hall and kitchen	19	Making compost	1
Bakery	10	Solitary confinement	3
Wings.....	17	Female department.....	21
Hospital, orderlies, 4; patients, 5; insane ward, 26	35	Total.....	732

RETURN of Convicts who have been Pardoned out of the Kingston Penitentiary during the Year ending 30th June, 1880, with Crime and Place where convicted.

No.	Name.	Crime.	Place.
1	George T. Bull.....	Arson	Peel.
2	John H. Hargraves.....	Doing bodily harm.....	Middlesex.
3	John B. Markle.....	Forgery	Huron.
4	Harry McLeod.....	Burglary.....	Elgin.
5	Christopher Goodman.....	Arson.....	Wentworth.
6	John Miller.....	Manslaughter.....	York.
7	Frank Walker.....	Counterfeiting.....	Wentworth.
8	Marie McGaugh.....	Murder.....	Kamouraska.
9	James N. Brown.....	Larceny.....	York.
10	James Randall.....	Rape.....	Middlesex.
11	Charles Collins.....	Larceny.....	Welland.
12	James Scott.....	do	Norfolk.
13	Samuel Baker.....	Arson	do
14	George Somerwine.....	Larceny	Welland.
15	Maxime Dusablon.....	do	Montreal.
16	W. Barber.....	do	York.
17	James Ryan.....	Murder.....	Peterboro.
18	James McCue.....	Horse stealing.....	Frontenac.
19	Angus McDonald.....	Forgery	Stormont, Dundas & Grenville.
20	Jacob Bowering.....	Shooting	Middlesex.
21	James Fitzgerald.....	Rape	Lambton.
22	James E. Brown.....	Felony	Essex.
23	John Ginnan.....	Rape.....	do
24	J. J. Lemoine.....	Larceny P. O. letter.....	Quebec.
25	John McCreary.....	Cattle killing and arson.....	Lennox and Addington.
26	John Flood.....	Robbery	York.
27	Andrew Brown.....	Wounding.....	Simcoe.
28	Charles Leavitt.....	Burglary.....	York.
29	Caroline Wabuck.....	Larceny.....	Lambton.
30	James Kennedy.....	Larceny and receiving.....	York.
31	Robert Spencer.....	Larceny	do
32	Charles Fulman.....	do	Wentworth.
33	Joseph Quigley.....	Burglary and larceny.....	Ontario.
34	James Ward.....	Assault and wounding.....	Middlesex.
35	James Worthington.....	Shooting.....	Elgin.
36	Thomas White.....	Manslaughter	Hastings.
37	Peter Lafontency.....	Rape.....	Essex.

RETURN of Convicts who have died in the Kingston Penitentiary during the Year ending 30th June, 1880, with Crime and Place of conviction.

No.	Name.	Crime.	Place.
1	Isaiah Butler.....	Rape.....	Brant.
2	Peter Hollingsworth.....	Horse stealing.....	Essex.
3	Andrew Black.....	Wounding.....	Bruce.
4	John Arnold.....	Larceny and receiving.....	Waterloo.
5	Richard Chrysler.....	Larceny.....	Middlesex.
6	Lucy Martin.....	Larceny and receiving.....	Northumberland, &c.
7	Ellen Morrison.....	Burglary and larceny.....	Oxford.
8	T. W. Ollard.....	Larceny.....	Victoria.
9	John T. Rose.....	Robbery.....	Welland.
10	James Bennett.....	Burglary.....	do
11	Chancey Joslyn.....	Burglary and larceny.....	Lambton.

KINGSTON PENITENTIARY, 1st July, 1880.

RETURN of Convicts who have been re-committed to the Kingston Penitentiary during the Year ending 30th June, 1880.

Number.	Names.	Re-commitment.							Remarks.
		1st re-commitment.	2nd re-commitment.	3rd re-commitment.	4th re-commitment.	5th re-commitment.	6th re-commitment.	7th re-commitment.	
1	Henry Lemon.....		1						
2	Patrick Cummings.....	1							
3	Henry Miller.....		1						
4	Albert Williams.....	1							
5	George Brown.....	1							
6	Robert Collingwood.....	1							
7	Thomas Clarke.....					1			
8	William G. Kirkland.....	1							
9	Joseph D. Green.....	1							
10	James Armstrong.....		1						
11	Patrick Doyle.....	1							
12	Shank Clarke.....	1							
13	William Bridge.....	1							
14	Frank Taylor.....	1							
15	James Clerey.....		1						
16	Charles Campbell.....	1							
17	Edward Willard.....	1							
18	John Gorman.....			1					
19	Margaret Morrissey.....		1						
20	James H. Laurenson.....							1	
21	James Foster.....		1						
22	Henry Green.....		1						
23	George Weir.....	1							
24	Charles Collins.....	1							
25	James Biggins.....	1							
26	James Banfield.....	1							
27	William Boyd.....	1							
28	Daniel Winter.....	1							
29	Matilda Hannibald.....		1						
30	John Bell.....	1							
31	John North.....		1						
32	William Blair.....	1							
33	John Terry.....	1							
34	Thomas McGrath.....	1							
		22	9	1		1		1	

RETURN of remission of sentence earned by Convicts discharged from the Kingston Penitentiary during the Year ending 30th June, 1880.

No.	—	Days.	No.	—	Days.
4	Convicts averaged.....	None.	32	Convicts averaged.....	127 $\frac{1}{2}$
2	do	6 $\frac{1}{2}$	6	do	131 $\frac{1}{2}$
4	do	13 $\frac{1}{2}$	1	Convict earned.....	149
1	Convicts earned.....	28	3	Convicts averaged.....	157
4	Convicts averaged.....	33	3	do	163 $\frac{1}{2}$
5	do	42 $\frac{1}{2}$	4	do	174 $\frac{1}{2}$
6	do	54 $\frac{1}{2}$	6	do	182 $\frac{1}{2}$
15	do	64 $\frac{1}{2}$	3	do	192 $\frac{1}{2}$
62	do	76 $\frac{1}{2}$	4	do	212 $\frac{1}{2}$
13	do	84 $\frac{1}{2}$	2	do	229
7	do	94 $\frac{1}{2}$	5	do	233 $\frac{1}{2}$
6	do	104 $\frac{1}{2}$	1	Convict earned.....	329
13	do	114 $\frac{1}{2}$	1	do	39 $\frac{1}{2}$

N.B.—4 only of 213 convicts discharged by expiration of sentence earned no remission. 5 days was the smallest number earned; 394 days was the greatest number earned.

KINGSTON PENITENTIARY, July, 1880.

SUMMARY of Punishments awarded in the Kingston Penitentiary, for the Year ending 30th June, 1880.

Month.	No. in Dark Cell.	No. in Solitary Cell.	No. Flogged.	No. of Lashes.	No. on Bread and Water.	No. Admonished.	No. who lost part of Remission.	No. deprived of School.	No. who lost Light.	Remarks.
July	32	2	.....	.....	32	10	23	.....	18	
August	33	2	.....	.....	33	9	11	.....	23	
September	21	3	.....	.....	21	4	21	.....	25	
October	21	2	.....	.....	21	1	25	.....	14	
November	28	2	.....	.....	28	1	24	.....	14	
December.....	20	3	.....	.....	20	6	30	.....	5	
January.....	16	3	.....	.....	16	4	26	.....	18	
February.....	14	3	.....	.....	14	5	11	.....	11	
March.....	15	3	.....	.....	15	2	42	.....	11	
April.....	42	4	.....	.....	42	11	28	.....	2	
May.....	17	3	.....	.....	17	.....	26	.....	4	
June.....	15	4	.....	.....	15	.....	31	.....	16	
Total.....	274	34	.....	.....	274	53	298	.....	161	

DR.		KINGSTON Penitentiary Farm.		CR.	
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
To Seeds and manure.....	402 55		By 650 bush. oats, at 33½c.....	217 75	
2 bush. vetches, \$2.50.....	5 00		588 do barley, at 57½c.....	338 10	
6 do seed potatoes.....	8 73		450 do peas, at \$1.....	450 00	
22 do seed peas, \$1.50.....	33 75		100 do white beans, \$1.50	150 00	
100 lbs. Paris green, 20c.	20 00		1 acre vetches.....	10 00	
Pigs' feed from dining			50 tons hay, at \$12.....	600 00	
hall.....	250 00		18 do oat straw, at \$6.....	108 00	
5 tons of shorts.....	98 84		15 do pea straw, \$4.....	60 00	
390½ bush. corn.....	231 94		600 bush. turnips, at 60c.....	360 00	
6 brls. salt.....	8 40		500 do parsnips, at 50c....	250 00	
12 do plaster, \$1.25....	15 00		625 do carrots, at 40c.....	250 00	
Labor of three teams of			600 do beets, at 50c.....	300 00	
horses and two teams-			200 do tomatoes, at 70c....	140 00	
ters.....	1,450 00		15,000 heads cabbage, at 10c	1,500 00	
Salary of farmer-gar-			3,000 do celery, at 5c.....	150 00	
dener.....	560 00		300 doz. sweet corn, at 15c..	45 00	
Salaries of two guards			60 bush. baskets of let-		
for one year, \$450.....	900 00		tuce, at 50c.....	30 00	
Labor of 21 convicts for			100 bunches summer sa-		
6,789 days, at 40c.....	2,715 60		vory, at 5c.....	5 00	
Tools and sundries for			Sage.....	1 00	
the year.....	60 79		Parsley.....	2 00	
Balance.....		6,760 60	317½ bush. onions, at \$1.....	317 25	
		787 54	2,100 do bush. potatoes,		
			at 65c.....	1,365 00	
			7 bush. plums, at 60c.....	420 00	
			36 quarts black currants,		
			at 10c.....	3 60	
			32 quarts red currants, at 7c	2 24	
			5 barrels apples, at \$2.....	10 00	
			12,500 lbs. pork, at 7c.....	875 00	
			1 small hog sold.....	3 00	
			Total.....		7,547 14
		7,547 14			

REPORT OF THE PROTESTANT CHAPLAIN FOR THE YEAR ENDING 30TH JUNE, 1880.

No. 34.—ST. VINCENT DE PAUL PENITENTIARY, 1st July, 1880.

SIR,—I have the honor to present my Report for the year ending 30th June last past.

No. on books, 1st July, 1879.....	36
“ admitted during the year.....	30
“ re-committed.....	2
	— 68
“ discharged by expiration of sentence.....	11
“ pardoned.....	3
	— 14
“ remaining on books.....	54
	==
Religious denominations to which those admitted and re-committed claim to belong	
Church of England.....	20
Presbyterian.....	3
Methodist.....	3
American Episcopal.....	2
Baptist.....	1
Lutheran.....	1
Jewish.....	2
	— 32
	==

The regular service on Sundays and holy days have been unremitting held, prayers with reading of a portion of holy scripture, and, if time permits, a short exposition, together with two Bible Classes and one in Hebrew, have a tendency to produce good effects upon my charge; the sick, whether in hospital or cells, have been duly visited, as also those undergoing temporary confinement.

The school continues to be a great benefit to many; the quarterly examinations have been very satisfactory. The library is exceedingly well kept, and largely patronized.

Except in a very few instances the conduct has been entirely satisfactory.

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

JOHN ALLAN, *Protestant Chaplain.*

J. G. MOYLAN, Esq., Inspector of Penitentiaries, Ottawa.

No. 35.

(*Translation.*)

St. VINCENT DE PAUL, 1st July, 1880.

SIR,—The sanitary condition of the Penitentiary of the Province of Quebec has been, for the year which has just ended on the 30th June last, of the most satisfactory character.

The occupation of the new dormitory, by a portion of the prisoners, having put a stop to the crowding which existed during former years, has had the effect of sensibly abating sickness, as the annexed statistics, prepared with great care, will show. The 132 cells which this new building contains are larger than the old ones and are also much better ventilated. Although the prisoners who occupy this new dormitory have more air and more room, still, permit me to draw your attention to the following fact: The prisoners in it lie stretched upon a single piece of canvas,—which is not sufficient to protect them against the winter's cold. A great number of complaints which appear to me to be very reasonable, have been made to me in this respect. For this reason I think it will be necessary to put a mattress or woollen coverlet upon the canvas which at present serves as a bed.

I am happy to be able to inform you that the institution has not been visited by any epidemic or contagious disease; nor has there been any death or serious accident.

In the course of the year, three prisoners afflicted by mental derangement have been transferred, by order of the Government, to Kingston. In the case of two of them the disease showed itself gradually. In the case of the third the cause of the disease is epilepsy. From the information which I have been able to obtain, this prisoner, named Lapointe, had already passed five months in a lunatic asylum upon the report of the gaol physicians at Montreal. This unfortunate had epileptic fits two or three times each week. At the termination of these convulsions he became furious. He hardly ate anything, and he passed his days and nights in singing and crying. He broke everything which fell into his hands, so that he had to be kept shut up nearly the whole time since his admission into this Penitentiary.

In April last my colleague, Dr. Pratt (who has been suffering from bad health for several years), decided to place his resignation in the hands of the Government, by whom it was accepted. In the month of May last I was directed by the same authority to discharge, alone, the duties of physician to the institution.

The number of prescriptions given to convicts, for slight attacks of sickness, was 2,800, over and above those of the hospital.

The number of officials off duty from sickness and visited at their domiciles was thirty-eight. The number of days lost is 420, being an average of 11 days for each officer.

In conclusion I deem it right to offer my thanks to the officers of the institution for their attention and promptness in assisting me on every occasion when required. I must also make special mention of Mr. Mackay, Warden *pro tem*, who, since he has had charge of the Penitentiary, has afforded me every facility for the discharge of my duties.

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

G. T. POMINVILLE, M. D.

J. G. MOYLAN, Esq., Inspector of Penitentiaries, Ottawa.

ANNUAL RETURN of Sick treated in the Hospital and Cells, of St. Vincent de Paul Penitentiary, during the Year ended 30th June, 1880,

Diseases.	Remained.	Admitted.	Discharged.	Died.	Remaining.	Diseases.	Remained.	Admitted.	Discharged.	Died.	Remaining.
Abcess.....	10	10	.....	.....	.....	Hernia.....	6	6	.....	.....	.....
Acnea.....	3	3	.....	.....	.....	Insane.....	3	3	.....	.....	.....
Anthrax.....	1	1	.....	.....	.....	Jaundice.....	1	1	.....	.....	.....
Ascariides.....	1	1	.....	.....	.....	Lumbago.....	1	1	.....	.....	.....
Asthma.....	2	2	.....	.....	.....	Nephritis.....	1	1	.....	.....	.....
Blepharitis.....	6	6	.....	.....	.....	Neuralgia.....	4	4	.....	.....	.....
Boils.....	12	12	.....	.....	.....	Ophthalmia.....	12	12	.....	.....	.....
Bronchitis.....	8	8	.....	.....	.....	Orchitis.....	4	4	.....	.....	.....
Buboes.....	2	2	.....	.....	.....	Paraphymosis.....	1	1	.....	.....	.....
Cardialgia.....	6	6	.....	.....	.....	Phthisis.....	2	2	.....	.....	.....
Chancre.....	2	2	.....	.....	.....	Pleuritis.....	6	6	.....	.....	.....
Cholera.....	1	1	.....	.....	.....	Pleurodynia.....	5	5	.....	.....	.....
Contusion.....	29	29	.....	.....	.....	Pneumonia.....	1	1	.....	.....	.....
Constipation.....	4	4	.....	.....	.....	Rheumatism.....	2	2	.....	.....	.....
Cystitis.....	1	1	.....	.....	.....	Ringworm.....	4	4	.....	.....	.....
Diarrhoea.....	55	55	.....	.....	.....	Scabies.....	1	1	.....	.....	.....
Diphtheritis.....	2	2	.....	.....	.....	Scorbutus.....	3	3	.....	.....	.....
Dislocation of sacrum.....	1	1	.....	.....	.....	Scrofula.....	3	3	.....	.....	.....
do ankle.....	1	1	.....	.....	.....	Sprain.....	5	5	.....	.....	.....
Dyspepsia.....	2	2	.....	.....	.....	Stomatitis.....	1	.....	.....	.....	1
Dysentery.....	15	15	.....	.....	.....	Stricture.....	2	2	.....	.....	.....
Epilepsy.....	4	4	.....	.....	.....	Syphilis.....	7	7	.....	.....	.....
Epistaxis.....	1	1	.....	.....	.....	Tic-doloreux.....	2	2	.....	.....	.....
Erysipelas.....	2	2	.....	.....	.....	Tœnia.....	2	2	.....	.....	.....
Fibracula.....	3	3	.....	.....	.....	Tonsillitis.....	9	9	.....	.....	.....
Fistula in ano.....	1	1	.....	.....	.....	Ulcer.....	6	6	.....	.....	.....
Gonorrhœa.....	7	7	.....	.....	.....	Varicose veins.....	2	2	.....	.....	.....
Hæmoptysis.....	6	6	.....	.....	.....	Wounds.....	20	19	.....	.....	1
Hæmorrhoids.....	11	11	.....	.....	.....	Total.....	1	322	321	.....	2
Heart disease.....	8	8	.....	.....	.....			

J. T. POMINVILLE, M. D., Surgeon.

STATEMENT of Accidents to Convicts in the St. Vincent de Paul Penitentiary, for the Year 1879 and 1880.

Date.	Names.	Where Employed.	Nature of Accident.	Cause of Accident.	No. of Days in Hospital.
1879.					
Aug. 28	A. Hardy.....	Tinsmith shop...	Fracture of Tibia.....	Fall of scaffold.....	80
1880.					
Mar. 17	P. Jugier.....	Carpenter shop..	Wound on the knee.....	Cut by a draw knife.....	14
May 8	T. Kelaher.....	Carting stoue....	Dislocation of ankle.....	Fall of a stone.....	15
June 21	F. Forest.....	Yard.....	Wound on leg.....	do.....	9

J. T. POMINVILLE, M.D., *Surgeon.*

ST. VINCENT DE PAUL PENITENTIARY, 1st July, 1880.

SIR,—In presenting this my third Annual Report of the school of St. Vincent de Paul Penitentiary, I am happy to state that the progress made during the past year has given satisfaction.

Out of a total of one hundred and fifteen (115) prisoners discharged from this institution during the past year, fifty-one (51) of that number learned to read, write and cypher during their incarceration, twenty-five (25) of whom did not know a single letter of the alphabet on entering the school, the remaining twenty-six (26) could spell a little on their admission.

I may also mention that out of a total of one hundred and sixty (160) prisoners admitted to the institution during the past year, seventy (70) of that number are wholly illiterate, twenty-seven (27) spell a little, fifty (50) read and write a little, and the remaining thirteen (13) read and write fair.

The foregoing statement shows that ignorance is still one of the chief causes why so many unfortunates fill our penitentiaries; however, if we succeed as well in the future, as we have during the past two years, in our school, I am sure that those who interest themselves so deeply in the reformation of our criminal class will have no cause to regret the time they have so nobly spent in obtaining for those unfortunates a means of receiving education.

Attached are the usual school statements by which you will perceive that there has been an increase of twenty (20) men during the past year.

Libraries.

I am happy to be able to report favorably of our libraries.

The books issued to the men are, in all cases, well taken care of.

The average weekly issue of books from the libraries, namely, four hundred (400), shows that our libraries are much appreciated by the men.

Total number of prisoners to whom books are issued from libraries, 247; officers, 50.

I beg to tender to the Chaplains my sincere thanks for their uniform kindness and valuable assistance during the present year, and to whom the progress made in the school is mainly due.

I am, Sir, your obedient servant,

HENRY HARNETT, *Schoolmaster.*

J. G. MOYLAN, Esq., Inspector of Penitentiaries, Ottawa.

CLASSIFICATION SHEET showing the Number of Men from each Gang attending School and their hours of attendance.

Gangs.	9 a.m.	10 a.m.	12 noon.	2 p.m.	3 p.m.	Total.
Masons.....	4	4	6	5	2	21
Stonecutters.....	8	7	9	6	6	36
Stewards.....	4	3	.....	3	4	14
Tailors' shop.....	3	3	.....	4	3	13
Shoe shop.....	3	4	.....	3	3	13
Bakery.....	.....	.....	.....	1	1	2
Blacksmiths' shop.....	1	1	2	.....	2	6
Carpenters' do.....	1	2	2	3	2	10
Tinsmiths' do.....	1	1	.....	.....	2	4
Farm.....	.....	.....	10	.....	.....	10
Brickyard.....	.....	.....	.....	.....	.....	.....
Tramway.....	.....	.....	6	.....	.....	6
Quarry.....	.....	.....	15	.....	.....	15
Total.....	25	25	50	25	25	150

STATEMENT of the School of the St. Vincent de Paul Penitentiary, showing the Number of Men attending School, the hours of attendance, and the subjects taught.

Hours of Attendance. — Classes.	Numbers.	Reading and Spelling	Spelling only.	Writing	Geo- graphy.	Gram- mar.	Arithmetic.	
							Rules.	
							Com- pounds.	Simple.
9 a.m.—French.....	13	13	.....	13	.....	13	5	8
English.....	12	12	.....	12	.....	12	6	6
10 a.m.—French.....	13	13	.....	13	.....	.....	.....	13
English.....	12	12	.....	12	.....	.....	.....	12
Noon.—French.....	20	10	10	20	.....	.....	.....	.....
English.....	15	7	8	15	.....	.....	.....	.....
2 p.m.—French.....	13	13	.....	13	.....	.....	13	.....
English.....	12	12	.....	12	.....	.....	.....	12
3 p.m.—French.....	13	.....	13	13	.....	.....	.....	.....
English.....	12	.....	12	12	.....	.....	.....	.....
Quarry—French.....	15	10	5	15	.....	.....	.....	10
	150	102	48	150	.....	25	24	61
Total of French.....	87	59	28	87	.....	13	18	31
do English.....	63	43	20	63	.....	12	6	30

Returns for 1879-80.

1. Return of Officers employed in the St. Vincent de Paul Penitentiary.
2. do convicts, how employed.
3. do do pardoned.
4. do do re-committed.
5. do do partial remission of sentence.
6. do do movements of convicts.
7. Comparative statements of movement of convicts.
8. Table showing the number of convicts during the year and average per month.
9. Criminal statistics.
10. Return of summary punishments.
11. Stock in the Accountant's Office, &c., not to be printed.

12. Expenditure.
13. Revenue.
14. Comparative statement of expenditure.
15. do do revenue.
16. do do earnings.
17. General summary of value of labor.
18. Return of unproductive labor.
19. Statement showing the cost of maintenance.
20. General summary of value of labor and material used.
21. Summary of real estate.
22. do do Departmental stock.
23. do do debts owing to the Penitentiary.
24. do do claims against Penitentiary.
25. Return of farm and stable.
26. do shoe department.
27. do Tailors' do
28. do Carpenters' department.
29. do Blacksmiths' do
30. do Tinsmiths' do
31. do brick yard.
32. do Masons' department.
33. do bakery.
34. Report of the Protestant Chaplain.
35. do Physician.
36. do Schoolmaster.
37. do Acting-Warden.

TABLE No. 1.

NOMINAL List of Officers employed in the St. Vincent de Paul Penitentiary, as on the 30th June 1880, giving Rate of Pay, Age, and Date of Appointment.

Name.	Rank.	Salary.	Age.	Date of Appointment.	Remarks.
		\$			
J. A. Duchesneau	Warden	2,600	48	Dec. 15, 1875	
J. U. Leclere.....	Roman Catholic Chaplain	1,200	42	May 20, 1873	
John Allan	Protestant Chaplain.....	1,200	67	do 20, 1873	
H. B. Mackay.....	Deputy Warden.....	1,400	58	Nov. 30, 1875	
Desiré Beaudry.....	Accountant.....	1,000	31	Feb. 20, 1880	
Joseph Pratt.....	Surgeon.....	600	71	May 20, 1873	Superannuated, 1st May.
J. T. Pominville.....	do	600	55	do 20, 1873	Appointed sole physician at
Hyp. Lanctôt.....	Clerk	700	64	Dec. 15, 1875	
John Cooper	Chief Keeper.....	800	65	May 20, 1873	the salary of
George B. Lamarche.....	Store Keeper.....	700	38	Feb. 1, 1880	\$1,200 per an- num, from 1st
Léandre Mazuret	Steward.....	650	52	May 20, 1873	May.
John McDermott	Hospital Keeper.....	560	42	do 20, 1873	
Télesphore Ouimet.....	Chief Trade Instructor and Clerk of works.....	1,000	36	Mar. 15, 1879	
James Devlin.....	Engineer.....	780	30	Dec. 1, 1874	
Edward Kenny	Farmer-Gardener.....	580	30	Jan. 1, 1876	
Procope Dumas.....	Trade Instructor	560	42	May 20, 1873	
Jean Vaudry.....	do	700	53	do 20, 1873	
August Leduc.....	do	560	42	do 20, 1873	
Guillaume Marcotte.....	do	600	44	June 12, 1877	
Joseph Desautels.....	do	700	31	do 9, 1876	
Noel Beauparlant.....	do	500	47	April 15, 1877	
David Léonard.....	Messenger	450	49	Dec. 1, 1877	
John Lynch.....	Keeper.....	500	42	May 20, 1873	
Onésime Sigouin.....	do	500	45	do 19, 1873	

TABLE No. 1.—Nominal List of Officers employed in the St. Vincent de Paul Penitentiary, &c.—*Concluded.*

Name.	Rank.	Salary.	Age.	Date of Appointment.	Remarks.
		\$ cts.			
F. P. McIlwain.....	Keeper.....	500	40	May 20, 1873	
Jean Bte. Desormeau	do	500	43	July 1, 1873	
Michael Kerrigan.....	do	500	51	May 20, 1873	
James Blain.....	do	500	47	do 20, 1873	
Joseph Demers.....	do	500	34	do 20, 1873	
Romuald Gadbois.....	do	500	33	do 20, 1873	
Alphonse Dequoy.....	do	500	42	do 19, 1873	
John Brière.....	Guard.....	450	39	do 19, 1873	
Zéphirin Lacasse	do	450	51	July 14, 1873	
Jean Bpte. Gauthier	do	450	38	do 1, 1873	
Napoleon Charbonneau ..	do	450	31	do 7, 1873	
Adolph Lefebvre.....	do	450	40	do 13, 1874	
Magloire Bélanger.....	do	450	53	May 15, 1873	
Louis Isaie Gibeau.....	do	450	38	June 1, 1876	
Napoléon Mallette	do	450	37	do 1, 1876	
Gilbert Chartrand.....	do	450	39	July 1, 1876	
James Carty.....	do	450	53	Dec. 7, 1876	
Alfred Pudney	do	450	42	do 19, 1876	
Nap. St. Germain.....	do	450	34	Feb. 1, 1877	
Alphonse Reid.....	do	450	34	March 1, 1877	
Joseph Lauzon.....	do	450	41	April 23, 1877	
Napoléon Trépannier	do	450	35	do 25, 1877	
Dolphus O'Berne.....	do	450	37	June 1, 1877	
John Eward	do	450	42	Nov. 12, 1877	
Ubaldo Chartrand	do	450	36	Jan. 1, 1878	
Romuald Lacasse.....	do	450	35	July 1, 1878	
Camille Desormeaux	do	450	23	do 1, 1878	
Jean Bpte. Lemay.....	do	450	43	June 1, 1879	
Octave Beausoleil.....	do	450	26	Sept. 1, 1879	
Isidore Thérien.....	do	450	44	Jan. 12, 1880	
Pierre de Montigny.....	do	350	46	May 1, 1880	
Charles Taillon.....	do	350	42	do 1, 1880	
Moïse Roger.....	do	350	38	do 1, 1880	
Henry Harnett	Schoolmaster.....	600	35	Oct. 10, 1877	
Ferdinand Chartrand.....	Teamster.....	250	45	Dec. 9, 1876	
Edouard Prévost	do	250	30	do 15, 1876	

No. 2.

STATEMENT showing distribution of Convicts in St. Vincent de Paul Penitentiary, on the 30th day of June, 1880:—

Bakery, 4; Blacksmiths, 15; Carpenters, 21; Excavation, 14; Farm, 30; Masons, 45; Quarry, 24; Shoemakers, 16; Steward, 42; Stonecutters, 50; Tailors, 26; Plumbers and Tinsmiths, 8; Tramway, 6; Stonebreakers, 23; Whitewashing, 3; Sick in cells, 9; Sick in Hospital, 5; Undergoing punishment, 4; Total, 345.

No. 3.

RETURN of Convicts who have been pardoned out of the St. Vincent de Paul Penitentiary, during the Year ending on 30th June, 1880, with Crime and Place where convicted.

No.	Names.	Crime.	Place.
1	Vital Paquet <i>alias</i> Lavallée...	Bestiality.....	Distr. of Terrebonne.
2	Guillaume Boisvert.....	Stealing money out of a letter.....	do Richelieu....
3	Alphonse Beaudette.....	do do.....	do Arthabaska.
4	Louis Raymond.....	Stealing from the person.....	Montreal.
5	James Irvine.....	Feloniously shooting with intent to do grievous bodily harm.....	do
6	James D. Spence.....	do do do.....	do
7	Michael Cooney.....	do do do.....	do
8	Elie Sauvé.....	Feloniously wounding with intent to do grievous bodily harm.....	do
9	Frederic Dobson.....	Stealing money.....	do
10	George Gendron.....	Arson.....	Quebec.

No. 4.

LIST of Convicts who have been Re-committed in the St. Vincent de Paul Penitentiary, during the Year ending on the 30th June, 1880.

No.	Names.	1st Re-com- mitment.	2nd Re-com- mitment.	No.	Names.	1st Re-com- mitment.	2nd Re-com- mitment.
1	Victor Turcotte <i>alias</i> Poitvin.....	1	.....	20	Charles Lymas	1	.....
2	Charles Malhiot.....	1	.....	21	John Sherridan.....	1	.....
3	Joseph Chalifoux.....	1	.....	22	Cléophas Brauvas.....	1	.....
4	François Charbonneau.....	.....	1	23	Jacques Couture.....	1	.....
5	Alexandre Dépatie.....	1	.....	24	Daniel Benoit.....	1	.....
6	Michel Giroux.....	1	.....	25	Honore Picotte.....	.....	1
7	Alex. Beauceage.....	1	.....	26	Henry Holden.....	.....	1
8	Thomas Melville.....	1	.....	27	William Dease.....	.....	1
9	Alexis Mainville.....	.....	1	28	Patrick Morris.....	1	.....
10	Napoléon Gervais.....	1	.....	29	William Rowe.....	1	.....
11	Robert McIntosh.....	1	.....	30	Louis Landry.....	1	.....
12	Daniel McTiernan.....	1	.....	31	Nicholis Joly.....	1	.....
13	Auguste Arcand.....	1	.....	32	Michael Berrigan.....	1	.....
14	Wm. Kenneth Bankert.....	1	.....	33	Louis Sanfaçon.....	1	.....
15	Peter Chartrand.....	1	.....	34	Joseph Oudilert.....	.....	1
16	Charles Gendreau.....	1	.....	35	George Ouillet.....	.....	1
17	Alexander Smith.....	1	.....			
18	William Winship.....	1	.....			28	7
19	John Robinson.....	1	.....			
					Total.....		35

No. 5.

RETURN of Remission of Sentence earned by Convicts discharged from the St. Vincent de Paul Penitentiary, during the Year ending 30th June, 1880.

No.		Days earned.	No.		Days earned.
1	Convict earned.....	5	2	Convict earned.....	129
1	do	56	20	do	130
1	do	64	1	do	279
2	do	65	1	do	280
1	do	68	2	do	281
3	do	69	2	do	285
3	do	73	2	do	330
9	do	74	2	do	333
2	do	75	2	do	335
40	do	76	1	do	495
1	do	77			
1	do	103	105	..... Total.	
1	do	105			
1	do	123			
1	do	125			
2	do	128			

NOTE:—Exclusive of those who were pardoned during the year.

No. 6.

STATEMENT of movement of Convicts at St. Vincent de Paul Penitentiary, from Midnight of the 30th June, 1879, until Midnight of the 30th June, 1880.

Description.	Male.	Female.	Total.	Male.	Female.	Total.
	Remaining at 12 p.m. 30th June, 1879.....				307		307
Received since :—						
From Common Jails.....	153	2	155			
“ Reformatory Prison.....	4		4			
Recaptured.....	1		1	158	2	160
				465	2	467
Discharged since :—						
By expiration of Sentence.....	105		105			
“ Pardon.....	10		10			
Transferred to Kingston Penitentiary.....		2	2			
“ Lunatic Asylum.....	4		4			
Escaped.....	1		1	120	2	122
				345		345

No. 7.
 COMPARATIVE STATEMENT of movement of Convicts in the St. Vincent de Paul Penitentiary for the seven Years ending 30th June, 1880.

YEAR.	ADMISSION.						DISCHARGE.						Remaining at 12 p.m. on 30th June.		Average per month.	Average per day.											
	Common Jails.		Reformatory.		Recaptured.		Total.		Expira-tion of Sentence.		Par-doned.						Sent to Lunatic Asylum.		Escape Death.		Other Peniten-tiaries.		Total.				
	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.					
1873-74.....	74	1	1	..	..	..	74	1	75	45	..	5	..	1	..	3	..	19	1	55	1	56	141	..	141	1244	1207
1874-75.....	126	1	..	..	..	..	126	1	127	31	..	9	..	1	..	..	..	53	1	180	1	181	117	..	117	1427	1431
1875-76.....	168	1	..	..	..	..	168	1	169	58	..	8	..	1	..	..	..	62	..	174	1	175	161	..	161	1267	1318
1876-77.....	163	..	2	..	..	..	165	..	165	22	..	14	..	..	..	3	..	62	..	101	..	101	225	..	225	2027	2004
1877-78.....	184	2	..	..	..	..	184	2	186	64	..	20	..	2	..	..	..	67	1	150	2	152	259	..	259	2507	2544
1878-79.....	196	1	1	..	..	..	198	1	199	69	..	12	..	1	..	..	..	67	1	150	1	151	307	..	307	2834	2837
1879-80.....	153	2	4	..	..	..	158	2	160	105	..	10	..	4	..	1	..	..	..	120	2	122	345	..	345	3254	327
	1,332	8	5	..	..	..	1,073	8	1,081	394	..	79	..	10	..	7	..	263	8	850	8	858	1,555	..	1,555	..	..

No. 8.—Showing number of Convicts during the year ended 30th June, 1880:—
 The largest number at any time during the year was 350; the smallest number at any time during the year was 305; the average number during the year, per day, was 327. Monthly average: July, 1879, 310 $\frac{1}{31}$; August, 1879, 305 $\frac{1}{31}$; September, 1879, 310 $\frac{1}{30}$; October, 1879, 302 $\frac{3}{31}$; November, 1879, 318 $\frac{1}{3}$; December, 1879, 320 $\frac{1}{31}$; January, 1880, 334 $\frac{1}{31}$; February, 1880, 338; March, 1880, 336; April, 1880, 340 $\frac{1}{3}$; May, 1880, 345; June, 1880, 348 $\frac{1}{3}$.

No. 9.

CRIMINAL Statistics, St. Vincent de Paul Penitentiary, for the Year ended 30th June, 1880.

Description.				Description.					
	Male.	Female.	Total.		Male.	Female.	Total.		
Race.....	White.....	156	2	158	Religion.....	Catholic.....	126	2	128
	Colored.....	2	2		Church of England.....	20	20
		158	2	160	American Episcopal.....	2	.....	2
Marital.....	Single.....	102	1	103	Presbyterian.....	3	.....	3
	Married.....	56	1	57	Methodist.....	3	.....	3
		158	2	160	Baptist.....	1	.....	1
Age.....	Under 20 years.....	32	.....	32	Lutheran.....	1	.....	1
	From 20 to 30 years.....	82	1	83	Jew.....	2	.....	2
	do 30 to 40 do.....	26	1	27		158	2	160	
	do 40 to 50 do.....	10	10	Occupation..	Laborers.....	77	2	79
	do 50 to 60 do.....	6	6		Shoemakers.....	12	12
	Over 60 years.....	2	2		Tailors.....	12	12
	158	2	160	Stonecutters.....		9	.....	9
Education..	Read only.....	27	27		Carpenters.....	7	7
	Cannot read.....	69	1	70		Blacksmiths.....	6	6
	Read and write a little	49	1	50	Carters.....	4	.....	4
	do fair.....	13	.....	13	Butchers.....	3	.....	3
	158	2	160	Moulders.....	3	.....	3	
Moral habits	Temperate.....	40	.....	40	Tinsmiths.....	3	.....	3
	Intemperate.....	118	2	120	Machinists.....	3	.....	3
	158	2	160	Painters.....	2	.....	2	
Country.....	Quebec.....	120	1	121	Printers.....	3	.....	3
	England.....	12	.....	12	Book-keepers.....	2	.....	2
	Ireland.....	8	1	9	Watchmaker.....	1	.....	1
	Scotland.....	2	.....	2	Cigar maker.....	1	.....	1
	United States.....	8	.....	8	Plumber.....	1	.....	1
	Toronto.....	3	.....	3	Telegraph operator.....	1	.....	1
	New Brunswick.....	2	.....	2	Baker.....	1	.....	1
	Germany.....	2	.....	2	Cook.....	1	.....	1
	Italy.....	1	.....	1	Saddler.....	1	.....	1
	158	2	160	Gardener.....	1	.....	1	
				Clerk.....	1	.....	1	
				Mail carrier.....	1	.....	1	
				Plasterer.....	1	.....	1	
				Trader.....	1	.....	1	
					158	2	160		
				Crimes.....	Larceny.....	57	1	58	
					Aggravated assault.....	12	.....	12
					Stealing from the person.....	14	.....	14
					Aggravated larceny.....	32	.....	32
					Horse stealing.....	10	.....	10

CRIMINAL Statistics, St. Vincent de Paul Penitentiary—*Concluded.*

Description.			Male.	Female.	Total.	Description.			Male.	Female.	Total.			
Crimes	Robbery.....	9	.....	9	District.....	Terrebonne	2	.....	2	Sentences ...	Two years.....	55	1	56
	Burglary	7	.....	7		Joliette.....	2	.....	2		Three do	57	.....	57
	Receiving stolen goods	4	.....	4		Bedford.....	2	.....	2		Four do	14	.....	14
	Stealing money.....	3	.....	3		Richelieu.....	2	.....	2		Five do	25	.....	25
	Manslaughter.....	2	1	3		Rimouski.....	2	.....	2		Six do	3	.....	3
	Stealing cows.....	2	.....	2		Montmagny.....	1	.....	1		Seven do	3	.....	3
	Stealing a letter with money therein	2	.....	2		Kamouraska.....	1	.....	1		Fourteen years.....	1	.....	1
	Carnally knowing a girl over 10 years	1	.....	1		Beauharnois.....	1	.....	1		Life	1	.....	1
	Damaging property ...	1	.....	1		Iberville	1	.....	1					
	Perjury	1	.....	1							158	2	160	
	Uttering a forged request for the delivery of goods.....	1	.....	1										
						158	2	160						
	District.....	Montreal	101	1		102								
		Quebec.....	17	1		18								
	Three Rivers	14	.....	14										
	Ottawa	5	.....	5										
	St. Francis.....	4	.....	4										
	St. Hyacinthe.....	3	.....	3										

No. 10.

SUMMARY OF PUNISHMENTS awarded in the St. Vincent de Paul Penitentiary, for the Year ending the 30th June, 1880.

Month.	Number in Punishment Cell.	No. Flogged.	No of Lashes.	No. on Hard Bed.	No. on Bread and Water.	No. Deprived of School.	No. who lost part of their Remission.	No. who lost Light.	No. Admonished.	Remarks.
1879.										
July.....	23	.....	.....	31	2	4	63	4	18	
August.....	37	.....	.....	45	4	2	59	.....	22	
September.....	33	.....	.....	59	2	2	71	.....	15	
October.....	31	.....	.....	33	4	3	70	.....	27	
November.....	27	.....	.....	34	1	1	72	.....	17	
December.....	32	.....	.....	44	.....	1	69	.....	11	
1880.										
January.....	38	.....	.....	40	2	1	66	.....	18	
February.....	35	.....	.....	29	6	2	72	2	15	
March.....	42	.....	.....	53	4	.....	67	2	29	
April.....	43	1	40	51	2	.....	66	1	32	
May.....	40	.....	.....	38	1	3	60	2	37	
June.....	51	.....	.....	56	2	1	61	1	35	
Total	432	1	40	493	30	20	786	12	276	

13.—REVENUE.

THE DOMINION OF CANADA in Account with the St. Vincent de Paul Penitentiary for the Year ending 30th June, 1880.

1879.		DR.	\$ cts.	1880.		CR.	\$ cts.
Aug.	1	To draft in favor of the Hon. the Receiver-General.....	328 50	June	30	By Blacksmiths.....	34 94
Sept.	2	do	180 93			Carpenters.....	130 71
Oct.	2	do	183 14			Farm.....	79 15
Nov.	4	do	159 37			Fines.....	5 00
Dec.	1	do	80 61			Rent.....	388 64
do	31	do	73 24			Shoe Shop.....	234 53
1880.						Stonecutters	61 12
Feb.	2	do	100 96			Store.....	1,039 95
March	4	do	244 32			Tailor's Shop.....	30 24
April	1	do	359 44			Tinsmith's Shop.....	19 48
May	1	do	120 84			Visitors fund.....	79 25
June	1	do	83 54				
July	1	do	188 12				
			2,103 01				2,103 01

L. J. DÉZÉRY BEAUDRY, *Accountant.*

ACCOUNT of sums expended, compared with the sums granted for the St. Vincent de Paul Penitentiary, Quebec, for the Year ended 30th June, 1880, showing the surplus or deficit upon each sub-head of Vote.

Service.	Grant.	Expenditure.	Expenditure compared with Grant.	
			Less than Granted.	More than Granted.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Staff Salaries—				
1 Warden	2,600 00	2,600 00		
1 Deputy-Warden	1,400 00	1,400 00		
1 Protestant Chaplain	1,200 00	1,200 00		
1 Roman Catholic Chaplain.....	1,200 00	1 200 00		
2 Surgeons.....	1,200 00	1,200 00		
1 Accountant.....	1,000 00	999 96	0 04	
1 Warden's Clerk.....	700 00	699 96	0 04	
1 Chief Keeper.....	800 00	799 96	0 08	
1 Storekeeper.....	700 00	699 92	0 04	
1 Schoolmaster	600 00	600 00		
1 Steward.....	650 00	649 92	0 08	
1 Clerk of Works and Trade Instructor.....	700 00	699 96	0 04	
2 Trade Instructors.....	1,400 00	1,399 92	0 08	
1 do	600 00	600 00		
2 do	1,120 00	1,119 84	0 16	
1 do	500 00	499 92	0 08	
1 Hospital Keeper	560 00	559 92	0 08	
1 Engineer	780 00	780 00		
8 Keepers	4,000 00	4,006 30		6 30
24 Guards.....	10,800 00	10,513 97	286 03	
1 Messenger.....	450 00	450 00		
1 Farm Gardener.....	560 00	559 92	0 08	
2 Teamsters.....	500 00	499 92	0 08	
3 Probationers.....		174 96		174 96
Retiring gratuities	1,425 00	985 43	439 57	
Uniforms.....	1,124 00	1,124 00		
Maintenance	24,700 42	24,028 57	671 85	
Working expenses.....	10,675 50	12,078 81		1,403 31
	71,944 92	72,131 16	1,398 33	1,584 57
Expenditure more than estimated.....				186 24

I certify that this account has been examined under my direction and is correct.

Examined, JOHN B. SIMPSON.

J. L. McDUGALL, *Auditor-General.*

No. 14.—COMPARATIVE STATEMENT of the Expenditure of the St. Vincent de Paul Penitentiary for the Years 1879-80.

	1879.	1880.
	\$ cts.	\$ cts.
Armory.....	49 10	50 00
Bedding.....	2,066 23	471 25
Chapels.....	288 29	42 25
Contingencies.....		{ 471 25
Sundries.....	1,274 51	{ 585 00
Convicts clothing.....	5,761 69	3,826 70
do do discharge.....	1,512 60	1,632 00
do travelling allowance.....	935 25	1,600 00
do escape.....	69 40	42 25
Gratuities on retirement.....		927 10
Heating.....	4,678 87	5,000 00
Hospital.....	367 99	448 50
Kitchen.....	128 03	100 00
Libraries.....		{ 130 00
School.....	357 80	{ 32 50
Light.....	679 97	800 00
Maintenance of machinery.....	180 64	81 25
Rations.....	13,748 25	15,580 71
Salaries.....	33,851 00	33,790 23
Stationery.....	14 50	211 25
Tramway.....	1,249 77	45 00
Transfer of convicts.....	448 31	200 00
Officers' uniform.....	564 97	1,124 00
Repairs to buildings.....		3,848 00
Blacksmithing.....	299 92	
Carpentry.....	253 98	
Masonry.....	119 47	
New machinery.....	1,540 24	
Material constructing new buildings.....	256 69	
Tools.....	778 50	
Land.....	250 00	
Implements, farm.....	95 46	
Stock, pigs, &c.....	209 30	
Seeds, manure, &c.....	960 40	
Horses.....	11 00	
Forage.....	3,231 32	
Implements, stable.....	45 75	
Harness and waggons.....	237 29	
Blacksmiths manufactures.....	901 62	
Bakery.....	175 00	
Stonecutters and quarry.....	422 96	
Limekiln.....	410 00	
Brickyard.....	1,256 00	
Shoe manufactures.....	1,460 41	
Tailors do.....	731 25	
Tinsmiths do.....	308 39	
Carpenters do.....	896 17	
Totals.....	83,068 29	71,039 24

Those headings were not used in 1879-80 ;
 they were included under the headings
 of Repairs to Buildings, Rations, Sun-
 dries, &c.

No. 15.—COMPARATIVE STATEMENT of the Revenue of the St. Vincent de Paul Penitentiary, for the Years 1879 and 1880.

	1879.	1880:
	\$ cts.	\$ cts.
Bakery.....	1 45	
Blacksmiths' shop.....	133 63	34 94
Bookbindery.....	2 10	
Brick yard.....	364 27	
Carpenters' shop.....	287 01	130 71
Farm.....	305 40	79 15
Fines.....	17 25	5 00
Library.....	2 42	
Lime kiln.....	146 99	
Quarry.....	24 88	
Rent.....	405 28	388 64
Shoe shop.....	837 03	234 53
Steward's department.....	23 77	
Stonecutters.....	144 72	61 12
Store.....	480 18	1,039 95
Tailors' shop.....	59 38	30 24
Tinsmiths' shop.....	116 51	19 48
Visitors' fund.....	106 75	79 25
Total.....	3,459 02	2,103 01

No. 16.—COMPARATIVE STATEMENT of the Earnings of Convicts in the St. Vincent de Paul Penitentiary, for the Years 1879 and 1880.

Department.	1879.			1880.		
	Days.	Rate.	Amount.	Days.	Rate.	Amount.
	No.	cts.	\$ cts.	No.	cts.	\$ cts.
Accountant's office.....	312	50	156 00	204	50	102 00
Bakery.....	1,075	50	537 50	1,112	50	556 00
Blacksmiths' shop.....	4,374	50	2,187 00	4,506½	50	2,253 13
Brickyard.....	3,431½	50	1,715 75	341	50	170 50
Carpenters.....	6,150	50	3,075 00	8,252	50	4,126 00
Chapel, Library, &c., Roman Catholic.....	624	50	312 00	845	50	422 50
do do Protestant.....	312	50	156 00	297	50	148 50
Excavation, &c.....				4,668½	50	2,334 25
Farm, gardens and stables.....	5,648	50	2,824 00	8,342	50	4,171 00
Limekiln, &c.....	624	50	312 00	594	50	297 00
Hospital orderlies.....	730	50	365 00	337	50	168 50
Masons.....	8,047	50	4,023 50	9,311	50	4,655 50
Quarry and tramway.....	4,742½	50	2,371 25	5,922½	50	2,961 25
Shoe shop.....	4,402½	50	2,201 25	4,751	50	2,375 50
Steward's.....	8,779½	50	4,389 75	10,179	50	5,089 50
Stonecutters.....	15,771½	50	7,885 75	17,373	50	8,686 50
Stonebreakers.....	1,582	50	791 00	4,188½	50	2,094 25
Store.....	312	50	156 00	297	50	148 50
Tailors' shop.....	5,160	50	2,580 00	6,701	50	3,350 50
Tinsmiths' shop.....	1,437½	50	718 75	2,052½	50	1,026 13
Total.....	73,515		36,757 50	90,274		45,137 00

No. 17.—GENERAL SUMMARY of the Value of Labor performed in the St. Vincent de Paul Penitentiary, during the Year ending 30th June, 1880.

Department.	Days.		Rate.	Amount.
	No.	cts.	\$	cts.
Accountant's office	204	50	102	00
Bakery	1,112	50	556	00
Blacksmiths' shop	4,506½	50	2,253	13
Brickyard	341	50	170	50
Carpenters' shop	8,252	50	4,126	00
Chapel, R. C., Library, School and Bookbindery	845	50	422	50
do Protestant and Library	297	50	148	50
Excavation, &c	4,668½	50	2,334	25
Farm, gardens and stables	8,342	50	4,171	00
Limekiln	594	50	297	00
Hospital orderlies	337	50	168	50
Masons	9,311	50	4,655	50
Quarry and tramway	5,922½	50	2,961	25
Shoe shop	4,751	50	2,375	50
Steward's	10,179	50	5,089	50
Stonecutters	17,373	50	8,686	50
Stone breakers and wood yard	4,188½	50	2,094	25
Store	297	50	148	50
Tailors' shop	6,701	50	3,350	50
Tinsmiths' shop	2,052½	50	1,026	13
Total	90,274	.....	45,137	01

No. 18.—RETURN of Unproductive Labor performed in the St. Vincent de Paul Penitentiary, showing the average Number of Convicts employed in each Department, and the Number of Days' Work done, during the Year ending 30th June, 1880.

Department.	Average.	Days.
Accountant's office	1	204
Bakery	3½	1,112
Blacksmiths' shop	15½	4,506½
Brickyard	10	341
Carpenters' shop	28½	8,252
Chapel, R. C., Library, School and Bookbindery	2½	845
do Protestant, and Library	1	297
Excavation	14½	4,668½
Farm, gardens and stables	25½	8,342
Limekiln, &c	2	594
Hospital orderlies	1	337
Masons	35½	9,311
Quarry and tramway	22½	5,922½
Shoe shop	17	4,751
Steward's	34½	10,179
Stonecutters	62½	17,373
Stone breakers and wood yard	16½	4,188½
Store	1	297
Tailors' shop	24½	6,701
Tinsmiths' shop	7½	2,052½
Total	323½	90,274

No. 19.—STATEMENT showing the Cost of Maintenance of the St. Vincent de Paul Penitentiary for the Year ending 30th June, 1880.

	\$	cts.	\$	cts.
Expenditure for year ending 30th June, 1880.....			71,039	24
Cr. Revenue for year, viz :—				
By Blacksmith's shop	34	94		
Carpenters.....	130	71		
Farm.....	79	15		
Fines.....	5	00		
Rent.....	388	64		
Shoe shop.....	234	53		
Stonecutters.....	61	12		
Store.....	1,039	95		
Tailors' shop.. ..	30	24		
Tinsmiths' shop ..	19	48		
Visitors Fund.....	79	25		
			2,103	01
By Convicts' discharge allowance.....	1,600	00	68,936	23
do do clothing.....	1,632	00		
Transfer of convicts.....	200	00		
Maintenance of machinery.....	81	25		
Tramway.....	45	00		
Repairs to buildings.....	3,848	00		
			7,406	25
			61,529	98
By Earnings of convicts, viz :—				
Account's office.....	102	00		
Bakery.....	566	00		
Blacksmiths' shop.....	2,253	12		
Brickyard.....	170	50		
Carpenters.....	4,126	00		
Roman Catholic Chapel and Library.....	422	50		
Protestant do do.....	148	50		
Excavation.....	2,334	25		
Farm, gardens, &c.....	4,171	00		
Limekiln, &c.....	297	00		
Hospital Orderlies.....	168	50		
Masons.....	4,655	50		
Quarry and tramway.....	2,961	25		
Shoe shop.....	2,375	50		
Steward's department.....	5,089	50		
Stonecutters.....	8,686	50		
Stonebreakers, &c.....	2,094	25		
Store.....	148	50		
Tailors.....	3,350	50		
Tinsmiths.....	1,026	13		
			45,137	00
Expenditure over earnings.....			\$16,392	98

GENERAL SUMMARY of the value of Labor and Material used in the several Departments of the St. Vincent de Paul Penitentiary during the Year ending 30th June, 1880.

Department.	Penitentiary.		Public Works.		Customs.		Total.
	Material.	Labor.	Material.	Labor.	Material.	Labor.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Bakery.....	7 00						
Blacksmiths' shop.....	1,134 68	4,411 76			5,126 87	556 00	5,682 87
Carpenters' do	249 00	1,496 29	58 21	2,639 59	2 93	168 30	8,415 47
Farm.....	562 29	3,874 00	22 98	1,535 36	54 25	108 71	3,466 59
Shoe shop.....	1,804 35	1,604 36					4,436 29
Stables.....	1,468 61	287 00			34 47		3,491 64
Stonemasons		3,459 70		11,945 96			1,765 61
Tinsmiths' shop	271 85	754 17				48 46	1,334 47
Tailors' do	5,133 41	3,132 85		307 17	7 31		15,639 13
Brickyard..	64 50	175 50			1 26		1,395 52
	20,688 69	19,205 63	108 08	16,428 08	5,227 09	1,054 59	52,712 16

No. 21.—SUMMARY of the Real Estate of the St. Vincent de Paul Penitentiary on
30th June, 1880.

	\$	cts.
Warden's house and premises.....	10,700	00
Quarry and 96 acres of land.....	18,000	00
Brick house and premises.....	3,000	00
Waterworks, sewers and appurtenances.....	10,000	00
Wharf.....	1,000	00
62½ acres of land.....	1,875	00
<i>Buildings on the last mentioned land:—</i>		
Stone house and premises.....	1,000	00
Stonecutters' shed.....	800	00
Blacksmith shop and coal shed.....	500	00
Carpenters' and Tinsmiths' shops and engine-house.....	2,500	00
Penitentiary buildings.....	245,000	00
Stables.....	500	00
Waggon-shed, harness and grain house.....	300	00
2 hose houses, \$75.....	150	00
Shoe and tailor shops.....	800	00
Bakery.....	24	00
Privies.....	24	00
Ice-house.....	175	00
Barn and root-house.....	3,000	00
Prison walls and towers.....	7,500	00
Farm walls and fences.....	2,000	00
Bridge.....	600	00
One terrace of eight houses, with stables, &c.....	10,000	00
2 engine sheds at quarry.....	75	00
1 shanty.....	50	00
5 watchmen's boxes.....	50	00
Iron shed.....	30	00
Brick sheds and watchmen's boxes.....	4,000	00
2 limekilns.....	600	00
Pig houses.....	60	00
Tramway and rolling stock.....	10,050	00
1 fountain.....	400	00
1 hitching post.....	30	00
Total.....	334,793	00

L. J. DÉZÉRY BEAUDRY, }
G. B. LAMARCHE, } Valuators.

No. 22.—SUMMARY of the Stock in the several Departments of the St. Vincent de Paul Penitentiary on 30th June, 1880.

Departments.	Amount.
	\$ cts.
Accountant's Office.....	152 25
Army.....	2,495 39
Bakery.....	81 44
Blacksmiths' shop.....	3,918 17
Brickyard.....	868 83
Catholic Chapel.....	1,045 70
Carpenters' shop.....	1,957 04
Chief Keeper's Office.....	155 87
Clerk of Works do.....	15 05
Deputy Wardens do.....	26 00
do Quarters.....	73 62
Farm.....	4,723 45
Hospital.....	1,012 50
Library, Protestant.....	119 55
do Catholic.....	237 60
Protestant Chapel.....	286 14
Quarry.....	1,110 20
Stonecutters and Masons.....	4,100 60
Shoe shop.....	730 88
School.....	97 55
Steward's Department.....	15,029 33
Storekeeper's do.....	13,539 78
Summary of Real Estate, &c.....	334,793 00
Tailors' shop.....	831 22
Tinsmith's do.....	445 60
Warden's Office.....	248 15
do Quarters.....	125 50
Waterworks Engine-house.....	24 70
Bookbindery.....	8 15
Tramway.....	629 60
Total.....	388,882 86

L. J. DÉZÉRY BEAUDRY, }
G. B. LAMARCHE, } Valuators.

No. 23.—STATEMENT of Debts owing the St. Vincent de Paul Penitentiary, 30th June, 1880:—

Good debts..... \$1,806 50
Bad and doubtful..... 111 36

1,917 86
Since paid..... 34 12

Balance still due..... \$1,883 74

1st August, 1880.

No. 24.—STATEMENT of Claims against the St. Vincent de Paul Penitentiary, 30th June, 1880.—

June 30th, 1880..... \$9,024 88
Since paid..... 9,024 88

No. 25.—THE STABLES in Account with the St. Vincent de Paul Penitentiary, for the Year ending 30th June, 1880.

DR.

CR.

Description.	Rate.	Amount.	Description.	Rate.	Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
To Forage.....		1,423 58	By 4,615 days' horse labor.....	0 50	2,322 50
Medicine.....		31 03			
Blankets.....		4 00			
2 Teamsters' salary.....		500 00			
594 days convict labor at.....	0 50	297 00			
Balance.....		66 89			
Total.....		2,322 50	Total.....		2,322 50

EDWARD KENNY, *Farmer.*

THE FARM in Account with the St. Vincent de Paul Penitentiary for the Year ending 30th June, 1880.

DR.

CR.

Description.	Rate.	Amount.	Description.	Rate.	Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
To Seeds, tools, manure, &c.....		562 29	By 3,565 bushels potatoes.....	0 60	2,139 00
7,748 days' convict labor.....	0 50	3,874 00	1,532 do turnips.....	0 50	766 00
1,010 days' horse labor.....	0 50	505 00	384 do parsnips.....	0 50	192 00
Farmer-Gardener's salary.....		560 00	525 do carrots.....	0 50	262 50
2 Guards' salary.....	450 00	900 00	215 do onions.....	1 00	215 00
Balance.....		733 92	285 do table beets.....	0 50	142 50
			162 do sugar beets.....	0 40	64 80
			1,065 do mangold wurzels.....	0 25	266 25
			215 do peas.....	1 00	215 00
			312 do oats.....	0 40	124 80
			85 do soup beans.....	1 50	127 50
			20 do horse beans.....	1 00	20 00
			94 do barley.....	0 75	70 50
			70 do buckwheat.....	0 60	42 00
			3,024 heads early cabbage.....	0 05	151 20
			12,014 do winter do.....	0 03	360 42
			711 do white celery.....	0 03	21 33
			608 bunches radish.....	0 05	30 40
			do lettuce.....		10 00
			2,013 do sage & savory.....	0 01	20 13
			1,009 do leeks.....	0 02	20 18
			3,000 bundles straw.....	0 03	90 00
			20 loads pea straw.....	0 50	10 00
			13 pigs sold, each.....	6 00	78 00
			16,207 lbs. pork.....	0 10	1,620 70
			200 galls. milk to hospital.....	0 20	40 00
			1 cow sold.....		35 00
Total.....		7,135 21	Total.....		7,135 21

EDWARD KENNY, *Farmer.*

No. 26.—STATEMENT of Work done in the Shoe Shop Department during the Year ending 30th June, 1880.

Quantity.	Description.	Material.	Labor.	Total.
	<i>Institution.</i>	\$ cts.	\$ cts.	\$ cts.
31	Pairs Discharge balmorals	52 25	41 25	93 50
42	do do gaiters	60 75	57 75	118 50
42	do do low shoes	57 95	52 55	110 50
98	do Long boots	144 50	149 50	294 00
257	do Brogans	230 59	227 16	457 75
7	do do cloth	7 86	7 14	15 00
134	do Low shoes	155 75	75 25	231 00
4	do do canvas	3 50	3 75	7 25
44	do Uniform boots	145 75	52 00	197 75
1	do Men's balmorals	1 50	1 00	2 50
2	do Boys shoes	2 50	1 50	4 00
6	do Leather slippers	3 80	3 00	6 80
6	do Cloth do	3 50	2 50	6 00
201	do Canvas do	88 25	62 50	150 75
2	Leather aprons	1 50	1 00	2 50
1,860	Pairs Boots and shoes repaired	601 75	626 56	1,228 31
107	do Leather mitts repaired	7 75	11 10	18 85
44	Blankets repaired	2 50	1 50	4 00
160	Peaks	7 15	2 45	9 60
344½	Pairs Leather mitts	57 72	34 63	92 35
44	do do belts	9 40	11 00	20 40
7	Dozen belt laces	3 07	2 38	5 45
327	Pairs Leather palms	17 00	6 10	23 10
12	Gross Shoe laces	15 37	8 88	24 25
7	Straps	1 97	0 88	2 85
4	Pairs Trunk handles	0 75	0 60	1 35
2	Leather stockings	1 25	0 75	2 00
3½	Spanish	1 15	.....	1 15
9	Buckles .....	.....	0 50	0 50
6	Razor straps	0 05	0 70	0 75
1	Back band	1 00	1 00	2 00
12	Finger stalls	0 30	0 10	0 40
2	Straps repaired	0 10	0 25	0 35
1	Machine belt	1 00	1 00	2 00
1	Apron repaired	0 10	0 30	0 40
1	Letter bag	2 73	1 27	4 00
1	Truss repaired	0 10	0 40	0 50
83	Hammocks made	2 50	41 50	44 00
2	Guards belts	0 75	0 25	1 00
1	do pouch	0 35	0 15	0 50
	Total	1,695 76	1,492 10	3,187 86
	<i>Officers' Account.</i>			
2	Pairs Men's long boots	0 20	1 80	2 00
2	do do low shoes	3 81	1 19	5 00
1	do do gaiters	2 43	0 57	3 00
1	do Boys do	1 00	0 75	1 75
4	do do balmorals	2 96	2 04	5 00
1	do do shoes	0 62	0 28	0 90
1	do do foxed gaiters	1 28	0 47	1 75
1	do Girls' prnnella shoes	0 48	0 27	0 75
3	do do balmorals	0 25	1 75	2 00
21	do do shoes	1 00	5 25	6 25
1	do Childrens' balmorals	0 62	0 13	0 75
25	do Girls' slippers	2 44	4 26	6 70
59½	do Boots and shoes repaired	5 87	8 53	14 40
1	Set harness repaired	1 00	1 00	2 00
	Total	23 96	28 29	52 25

STATEMENT of Work done in the Shoe Shop Department during the Year ending
30th June, 1880—*Concluded.*

Quantity.	Description.	Material.	Labor.	Total.
<i>Farm Account.</i>				
		\$ cts.	\$ cts.	\$ cts.
65	Straps.....	9 15	7 30	16 45
1	Tug.....	0 50	0 50	1 00
2	Back harness.....	5 00	3 00	8 00
43	Sets harness repaired.....	63 13	67 12	130 25
2	Cushions do.....	0 25	0 25	0 50
12	Straps do.....	1 10	1 90	3 00
1	Pair traces.....	1 00	1 00	2 00
25	do mitts (leather).....	3 10	1 90	5 00
6	Cushions.....	1 40	1 00	2 40
	Total.....	84 63	82 97	168 60
<i>Custom Account.</i>				
27	Pairs long boots.....	27 00	22 10	49 10
121	do brogans.....	3 63	24 20	27 83
2	do low shoes.....	3 84	2 16	6 00
	Total.....	34 47	48 46	82 93

RECAPITULATION.

Institution.....	1,695 76	1,492 10	3,187 86
Officers.....	23 96	28 29	52 25
Farm.....	84 63	83 97	168 60
Custom.....	34 47	48 46	82 93
Total.....	1,838 82	1,652 82	3,491 64

NOEL BEAUPARLANT.

STATEMENT of the Number of Days Work done and Men employed in Shoe Shop,
for the Year ended 30th June, 1880.

Month.	No. of Men.	Days.	Rate.	Amount.
1879—July.....	15	339	50	169 50
August.....	15	347	50	173 50
September.....	15	358	50	179 00
October.....	17	421	50	210 50
November.....	15	358	50	179 00
December.....	18	446	50	223 00
1880—January.....	18	409	50	204 50
February.....	18	417	50	208 50
March.....	18	445	50	222 50
April.....	19	481	50	240 50
May.....	18	371	50	185 50
June.....	18	359	50	179 50
Total.....	214	4,751	.....	2,375 50

Average number of men, 17.

NOEL BEAUPARLANT, *Shoe Instructor.*

No. 27.—STATEMENT of the Work done and Material used in the Tailor's Department, for the Year ended 30th June, 1880.

Description.	Quantity.	Material.		Labor.		Total.	
		\$	cts.	\$	cts.	\$	cts.
<i>Prison Clothing.</i>							
Winter pants.....	195	404	37	102	63	507	00
Winter jackets.....	194	705	04	66	96	772	00
Cloth vests.....	30	25	85	12	90	38	75
Cotton shirts.....	70	45	44	4	62	50	06
Cloth caps.....	84	45	00	26	40	71	40
Cloth mitts.....	366	130	32	52	68	183	00
Brown towels.....	686	80	82	28	94	109	76
Gingham handkerchiefs.....	428	39	35	12	81	52	16
White flannel shirts.....	271	472	75	122	90	595	65
do drawers.....	226	304	10	68	80	372	90
Bed sheets.....	193	99	93	17	80	117	73
Bed ticks.....	57	41	50	12	65	54	15
Aprons.....	87	19	89	7	06	26	95
Pillow slips.....	106	18	00	3	20	21	20
Pillow ticks.....	162	17	00	7	20	24	30
Ear lugs.....	72	1	20	0	24	1	44
Linen braces.....	150	18	00	4	50	22	50
Straw hats trimmed.....	426	31	00	9	80	40	80
Pieces of repair.....	16,543	552	60	1,101	70	1,654	30
Sundries.....		191	91	697	04	793	95
Total.....		3,154	07	2,360	93	5,515	00
<i>Discharge Clothing.</i>							
Tweed coats.....	26	114	00	42	00	156	00
do pants.....	108	291	00	108	60	399	60
do vests.....	108	198	00	72	00	270	00
Winter pea jackets.....	12	58	00	26	00	84	00
do overcoats.....	51	352	00	158	00	510	00
Flannel shirts.....	216	251	00	73	00	324	00
do drawers.....	108	61	00	47	00	108	00
Total.....		1,325	00	526	60	1,851	60
<i>Officers' Uniform.</i>							
Overcoats.....	26	184	94	140	06	325	00
Pea jackets.....	26	249	40	75	60	325	00
Beaver cloth vests.....	26	98	00	6	00	104	00
Military cloth pants.....	26	90	00	14	00	104	00
Halifax tweed coats.....	2	10	00	5	00	15	00
do vests.....	2	4	00	1	00	5	00
do pants.....	2	6	50	1	50	8	00
Black doeskin pants.....	2	8	00	1	50	9	50
Blue cloth vest.....	1	3	50	0	66	4	16
Total.....		654	34	245	32	899	66
Custom work.....	9	1	26	11	52	12	78

STATEMENT of Work done in Tailors' Shop, &c.—*Concluded.*

RECAPITULATION.

Prison clothing.....	3,154 07	2,360 93	5,515 00
Discharge clothing.....	1,325 00	526 60	1,851 60
Officers' uniform.....	654 34	245 32	899 66
Custom work.....	1 26	11 52	12 78
Total.....	5,134 67	3,144 37	8,279 04

G. MARCOTTE, *Trade Instructor.*

STATEMENT of the Number of Days' Work done and Men employed in Tailor's Shop for the Year ending 30th June, 1880.

Month.	No. of Men.	No. of Days.	Rate.	Amount.
			cts.	\$ cts.
1879—July.....	21	486½	50	243 25
August.....	19	436½	50	218 25
September.....	20	487	50	243 50
October.....	23	563	50	281 50
November.....	26	569	50	284 50
December.....	24	574	50	287 00
1880—January.....	25	604	50	302 00
February.....	26	589	50	294 50
March.....	25	609	50	304 50
April.....	26	625	50	312 50
May.....	26	548	50	274 00
June.....	28	610	50	305 00
Totals.....	289	6,701	.....	3,350 50

Average number of men, 24½.

G. MARCOTTE, *Trade Instructor.*

26.—MONTHLY Statement of Materials used and Work done in Carpenters' Department during Year ending 30th June, 1880.

Month.	Material.	Labor.	Total.
	\$ cts.	\$ cts.	\$ cts.
1879—July.....	29 74	90 47	120 21
August.....	17 33	147 65	164 98
September.....	32 09	361 05	393 14
October.....	14 80	284 05	298 85
November.....	14 38	336 98	351 36
December.....	34 11	349 28	383 39
1880—January.....	10 51	258 91	269 42
February.....	24 60	271 93	296 53
March.....	55 12	303 83	358 95
April.....	15 36	261 43	276 79
May.....	71 90	179 48	251 38
June.....	6 29	295 30	301 59
Total.....	326 23	3,140 36	3,466 59

STATEMENT of Work done for the undermentioned Accounts at the Carpenters' Shop for the Year ending 30th June, 1880.

Description.	Material.	Labor.	Total.
	\$ cts.	\$ cts.	\$ cts.
Public Works.....	22 98	1,535 36	1,558 34
Institution.....	179 63	1,247 79	1,427 42
Steward's Department.....	69 37	248 50	317 87
Custom.....	54 25	108 71	162 96
Total	326 23	3,140 36	3,466 59

PROCOPE DUMAS, Trade Instructor.

STATEMENT of Men and Number of Days' Work in the Carpenters' Department for the Year ending 30th June, 1880.

Month.	No. of Men.	No. of Days.	Rate.	Amount.
			cts.	\$ cts.
1879—July.....	25	652	50	326 00
August.....	23	577	50	288 50
September.....	26	653	50	326 50
October.....	27	698	50	349 00
November.....	32	741	50	370 50
December.....	33	820	50	410 00
1880—January.....	33	780	50	390 00
February.....	30	704	50	352 00
March.....	30	753	50	376 50
April.....	31	743	50	371 50
May.....	26	588	50	294 00
June.....	24	543	50	271 50
Totals	340	8,252		4,126 00

Average number of men per day, 28½.

PROCOPE DUMAS, Trade Instructor.

No. 29.—STATEMENT of Work done and Material used in the Blacksmiths' Shop for the Year ending 30th June, 1880.

For Whom.	Material.	Labor.	Amount.
	\$ cts.	\$ cts.	\$ cts.
Stonecutters.....	452 55	2,971 71	3,424 26
Farm.....	142 09	275 42	417 51
Tramway and quarry.....	36 70	170 98	207 68
Blacksmiths.....	305 51	291 97	597 48
Carpenters.....	186 44	589 41	775 85
Steward.....	1 89	46 61	48 50
Tinsmiths.....	0 10	6 20	6 30
Tailors' shop.....		1 00	1 00
Shoe do.....	0 63	1 17	1 80

STATEMENT of Work done in Blacksmiths' Shop, &c.—*Concluded.*

For whom.	Material.		Labor.		Amount.
	\$	cts.	\$	cts.	\$ cts.
Bakery.....	0	08	0	32	0 40
Brickyard.....	5	23	18	17	23 40
Hospital.....	0	35	0	35	0 70
Water Works.....			0	10	0 10
Institution.....	1	68	28	13	29 81
Roman Catholic Chapel.....	0	08	0	17	0 25
Storekeeper (discharged convicts' tools).....	1	28	6	12	7 40
Accountant's Office.....			0	50	0 50
Bookbindery.....	0	07	0	68	0 75
Wardens' quarters.....			2	75	2 75
Custom.....	2	93	168	30	171 23
Public Works.....	58	21	2,639	59	2,697 80
Total.....	1,195	82	7,219	65	8,415 47

RECAPITULATION.

Institution.....	1,134	68	4,411	76	5,546 44
Custom.....	2	93	168	30	171 23
Public Works.....	58	21	2,639	59	2,697 80
Total.....	1,195	82	7,219	65	8,415 47

A. LEDUC, *Instructor.*

STATEMENT of Number of Days' Work done and Men employed in Blacksmiths' Shop during the Year ending 30th June, 1880.

Month.	No. of men.	No. of days.	Rate.		Amount.
			Cts.	\$ cts.	
1879—July.....	19	486½	50		243 25
August.....	18	454	50		227 00
September.....	16	405	50		202 50
October.....	17	452	50		226 00
November.....	17	403½	50		201 75
December.....	15	339	50		169 50
1880—January.....	13	329	50		164 50
February.....	13	308	50		154 00
March.....	14	345	50		172 50
April.....	14	344½	50		172 25
May.....	13	311½	50		155 75
June.....	14	328½	50		164 13
Total.....	183	4,506½			2,253 13

Average number of men, 15½.

A. LEDUC, *Instructor.*

30.—STATEMENT of Work done and Material used in the Tinsmiths' Shop for the Year ending 30th June, 1880.

Description.	Material.	Labor.	Total.
<i>Institution.</i>	\$ cts.	\$ cts.	\$ cts.
Accountant's Office.....	1 12	2 63	3 75
Bakery.....	1 81	2 09	3 90
Blacksmiths and Machinery.....	13 51	10 15	23 66
Bookbindery.....	0 08	0 67	0 75
Carpenters.....	2 14	7 93	10 07
Farm and Garden.....	4 23	12 17	16 40
Hospital.....		0 60	0 60
Masons.....	0 13	2 97	3 10
Quarry.....	0 92	3 38	4 30
Quarters, Warden's.....	2 62	9 63	12 25
do Deputy-Warden's.....	3 17	5 13	8 30
do Chief Keeper's.....	0 20	1 05	1 25
Stonecutters.....	5 48	11 81	17 29
Shoemakers.....	1 13	2 87	4 00
Storekeeper.....	85 06	216 17	301 23
Tailors.....	2 10	7 40	9 50
Tinsmiths.....	22 42	17 12	39 54
Tramway.....	0 12	0 38	0 50
Yard.....	2 01	2 59	4 60
Sundries.....		1 25	1 25
Sacristy and Chapel, R. C.....	0 15	3 95	4 10
Excavation.....	1 14	1 37	2 51
	149 54	323 81	472 85
<i>Water Works.</i>			
Sundries.....	2 27	26 13	28 40
<i>Steward's Department.</i>			
Chapel and Sacristy, R. C.....	5 76	18 59	24 35
Dining Hall.....	36 04	83 74	119 78
Dormitories.....	28 47	76 45	104 92
Guards' Towers.....	1 66	3 07	4 73
Hospital.....	2 80	19 86	22 66
Keeper's Hall.....	0 56	2 79	3 35
Kitchen.....	32 09	126 54	158 63
Offices.....	3 43	6 84	10 27
School.....		2 25	2 25
Store.....	0 29	1 41	1 70
Wash-house.....	3 18	13 64	16 82
Sundries.....	5 76	49 55	55 31
	120 04	404 73	524 77
<i>Public Works.</i>			
Guards' Dwellings.....		2 65	2 65
Gate-house.....	0 78	9 97	10 75
Guards' Towers.....	15 27	22 21	37 48
New R. C. Chapel and Sacristy.....	7 86	192 53	200 39
Quarters, Warden's.....		2 50	2 50
do Deputy-Warden's.....		9 25	9 25
do Chief Keeper's.....	0 39	2 00	2 39
South Wing.....	1 58	54 17	55 75
Sundries.....	1 01	11 89	12 90
	26 89	307 17	334 06
<i>Custom.</i>			
Sundries.....	7 31	28 13	35 44
Grand Totals.....	306 05	1,089 47	1,395 52

STATEMENT of Work done in Tinsmiths' Shop, &c.—*Concluded.*

RECAPITULATION.

Description.	Material.	Labor.	Total.
	\$ cts.	\$ cts.	\$ cts.
Institution.....	149 54	323 31	472 85
Steward's Department.....	120 04	404 73	524 77
Water Works.....	2 27	26 13	28 40
Public do.....	26 89	307 17	334 06
Custom.....	7 31	28 13	35 44
Totals.....	306 05	1,089 47	1,395 52

C. DESORMEAUX, *Guard in Charge of Department.*

STATEMENT of Number of Days' Work done and Men employed in Tinsmiths' Shop, during the Year ending 30th June, 1880.

Month.	No. of Men.	No. of days' work	Rate per day.	Amount.
			Cts.	\$ cts.
1879—July.....	6	127½	50	63 75
August.....	6	115	50	57 50
September.....	6	132½	50	66 25
October.....	6	153½	50	76 63
November.....	8	157	50	78 50
December.....	8	166	50	83 00
1880—January.....	7	156	50	78 00
February.....	9	208½	50	104 25
March.....	10	242	50	121 00
April.....	8	205	50	102 50
May.....	8	192	50	96 00
June.....	8	197½	50	98 75
Total.....	90	2,052½	.....	1,026 13

Average number of men, 7½.

C. DESORMEAUX, *Guard in Charge.*

STATEMENT of Men employed and Work done in the Brickyard Department, during the Year ending 30th June, 1880.

Month.	Men.	Days.	Rate.	Amount.
1879—July			Cts.	\$ cts.
August				
September.....				
October.....				
November.....				
December.....				
1880—January.....				
February.....	10	125½	50	62 75
March.....	10	225½	50	112 75
April.....				
May.....				
June.....				
Total.....	20	351		175 50

Average number of men, 10.

J. VAUDRY, Trade Instructor.

BRICKYARD in account with St. Vincent de Paul Penitentiary, for the Year ending 30th June, 1880.

DR.	Rate.	Amount.	CR.	Rate.	Amount.
To cartage of 655 loads of clay....	cts. 5	\$ cts. 32 75	By Balance		\$ cts. 240 00
do 635 do sand.....	5	31 75			
351 days' convict labor.....	50	175 50			
Total.....		240 00	Total		240 00

J. VAUDRY, Trade Instructor.

BAKERY in Account with St. Vincent de Paul Penitentiary for the Year ending 30th June, 1880.

DR.	Rate.	Amount.	CR.	Rate.	Amount.
To 27 bbls. flour.....	\$ cts. 7 00	\$ cts. 189 00	By 18,056 lbs. of bread.....	cts. 3½	\$ cts. 631 96
44 do	6 00	264 00	215,042 do	3	6,451 27
780 do	5 75	4,485 00	298 empty flour barrels...	12½	37 25
9 do Graham.....	5 50	49 50	267 do do ...	10	26 70
204½ bushels potatoes.....	0 50	102 25	455 do do ...	9	40 95
26 cords wood, tamarac.....	4 00	104 00	18 do do ...	6	1 08
24½ lbs. hops.....	0 40	9 80	1 gall. yeast sold.....		0 25
204 do malt.....	0 05½	11 73			
7 bags, 1 bush., 5½ galls. salt, per 100 lbs.	0 30	4 59			
70 lbs. lard.....	0 10	7 00			
1,112 days' convict labor.....	0 50	556 00			
Profit and Loss.....		1,408 59			
Total.....		7,189 46	Total.....		7,189 46

J. VAUDRY, Trade Instructor.

STATEMENT of Men employed and Work done in the Bakery Department during the Year ending 30th June, 1880.

Month.	No. of Men.	No. of Days.	Rate.	Amount.
			cts.	\$ cts.
1879—July.....	3	79	50	39 50
August.....	3	78	50	39 00
September.....	3	78	50	39 00
October.....	3	81	50	40 50
November.....	4	96	50	48 00
December.....	4	100	50	50 00
1880—January.....	4	100	50	50 00
February.....	4	96	50	48 00
March.....	4	104	50	52 00
April.....	4	104	50	52 00
May.....	4	96	50	48 00
June.....	4	100	50	50 00
	44	1,112	.....	556 00

Average number of men, 3 $\frac{3}{4}$.

J. VAUDRY, *Trade Instructor.*

ST. JOHN PENITENTIARY, 1st July, 1880.

SIR,—I have the honor to submit my Annual Report of the affairs of this Penitentiary for the year ending 30th June, 1880.

During the year there have been admitted to the Penitentiary 294 prisoners, 25 of whom were convicts (all males), and 269 common prisoners, 233 of whom were males and 36 were females. The daily average number throughout the year has been :—

Male convicts.....	62 $\frac{3}{4}$
Female convicts.....	2 $\frac{1}{4}$
Total.....	65

And the daily average number of common prisoners has been :—

Male.....	61 $\frac{1}{4}$
Female.....	15
Total.....	76 $\frac{1}{4}$

Making a grand total of 141 $\frac{1}{4}$ prisoners. The number of prisoners received during the year, compared with that of the preceding 12 months, shows a falling off in the criminal statistics of 9 $\frac{1}{4}$. This pleasing feature is, no doubt, the result of the exodus from St. John and the outlying localities of those reckless and vagrant individuals who have ever found a home within these walls.

It is a source of deep gratification to me to be able to say that the general conduct and attention of the whole official staff have been very praiseworthy and highly satisfactory, and I have not a single complaint to make against one of them.

The farm yielded abundantly last fall, as we saved about 20 tons of good hay, and a quantity of oats, nearly sufficient to last two horses for the whole year. We also stored vegetables enough to last us during the year, except potatoes, which never appear to be well favored in this locality.

I am very much pleased to report that the sanitary condition of the prison has been excellent during the year, that I have had to record no deaths, and that the surgeon, Dr. Daniel, has proved himself to be a painstaking and attentive official, whose kind treatment of those under his care has been attended by the happiest results.

The school has been well attended to during the year; and I am certain that the convicts who have attended it have made ample progress in their studies, and have profited greatly by their diligence.

The average cost, per capita, during the year, has been, for convicts, \$194.43 $\frac{3}{4}$; and common prisoners, \$175.13 $\frac{3}{4}$; exclusive of all earnings from manufactures, &c.

The value of manufactured articles sold during the past 12 months was, \$9,629.84; and the cash receipts were, \$9,898.88.

The manufacture of brooms of different grades has been kept up during the year to meet the demands of the market, which were most of the time brisk. The superior quality of our brooms almost always ensures for them a quick sale and ready market; and I am certain that if business had been at all brisk during the last three or four years, our operations could have been successfully extended four-fold.

Of the pail manufacturing, I cannot speak so hopefully; but with better appliances for making pails I could venture to express the opinion that this branch of our manufactures would not be one whit behind that of brooms; but under existing circumstances it were useless to offer suggestions or to talk of improvements.

In addition to our general work a number of the convicts have been employed in making, for the Dorchester Penitentiary, 180 iron bedsteads, together with the rest of the cell furniture,—furniture for the dining hall, the school-room, the church and the chapel, also a quantity of iron-gratings and doors, and a quantity of tools. In point of finish and workmanship I think the work done here will compare favorably with that of any similar institution in the Dominion.

The great drawback to this institution has ever been the mingling of short and long-term prisoners. During the period that I have held the office of Warden of this Penitentiary, the mingling of convicts and common prisoners has ever been a dead weight on me. In endeavoring to find sufficient employment for them, and to keep them as far as possible apart from the convicts, I have found it a task of no ordinary magnitude, and a labor so herculean, that I have sometimes almost abandoned the idea in despair. Nevertheless, I have done all I could to accomplish the end aimed at, and during the fine weather, from spring till the last of autumn, their labor has been utilized on the farm and garden, and in general prison work.

The only escape that I have had to record during the year is that of convict John Oates, who succeeded on the 21st of September last in eluding the vigilance of the guard, while working on the farm, and escaping beyond the prison limits. He was retaken two days afterwards some miles in the country and brought back to the prison. I had him arraigned at the first Circuit Court holden in St. John after the escape, when he was sentenced to 2 years' additional to his unexpired term of 4 years.

This is, without any doubt, my last annual report as Warden of the St. John Penitentiary, for to my mind the signs unmistakably point to the fact, that before another year rolls round the general government shall have severed its connection with it. In view, then, of this consummation, it is not, I hope, out of place on my part to take a retrospective glance over the ground I have been travelling for nearly six years, and endeavor to see if in all that time my humble services have been requited by any adequate advantages. It is no egotism for me to lay the strongest claim to the credit of having made great and necessary improvements in connection with this institution. That these improvements have not been more extensive is no fault of mine. In discipline, in the reclaiming of waste land, in the general order and sanitary condition of the prison, in fact, in the whole levelling up of the institution, my sole aim and object were to be successful; and, although for obvious reasons the difficulties often appeared insurmountable, I feel a certain amount of satisfaction in the fact that I have succeeded to a certain extent, though not to that extent that my desires would reach.

In conclusion, Sir, I beg you to accept from me my most cordial thanks for the many kind acts of which I have been the recipient at your hands for the past four years. And be assured that I shall ever retain with the kindest feelings the recollections of those years during which our official connection lasted.

Annexed will be found the usual tabular statistics and reports from the different apartments of the institution.

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

CHAS. KETCHUM, *Warden.*

JAS. G. MOYLAN, Esq., Inspector of Penitentiaries,
Dominion of Canada.

REPORT OF THE CATHOLIC CHAPLAIN.

St. JOHN, N.B., 12th July, 1880.

DEAR SIR,—I beg to submit my Annual Report for the year ended June 30th, 1880.

Since my last report, the daily average of persons under my spiritual charge has been as follows:—

Convicts, 24 males, 1 female.

Common prisoners, 43 men, 12 women.

Admitted during the year, 158 men, 20 women.

The various duties of the Catholic chaplain towards the prisoners have been punctually fulfilled, either by myself or by my substitute; and I rejoice in being able to state that the God of mercy has been pleased to bless our humble efforts with very consoling results. For, some men, who had long neglected the practice of their religion, moved at last by divine grace, have resolved to amend their evil course, and with that laudable object in view, set to work in good earnest.

During the Easter season, two priests from this city lent me their kind assistance in preparing the Catholic prisoners for their paschal duty. A large number had the happiness of receiving holy communion.

I employed the sum of \$50 allowed by the Government in procuring a lot of good books to be added to our little library. It is noteworthy that the excellent condition in which these books are ever found, elicits the utmost care on the part of the men who handle them. As far as I can ascertain, the Catholic prisoners, by their regular conduct and submission, have given, during the past year, general satisfaction to their superiors.

Mr. D. Burke, the school teacher, deserves commendation for the able and successful manner in which he conducted the classes entrusted to his care.

This being my last report in connection with the St. John Penitentiary, I desire to return my cordial thanks to the officers of that institution, for the kindness and courtesy which they have invariably shown me in our frequent relations with each other.

I have the honor to be, dear Sir, your humble servant,

ANT. OUELLET, *Catholic Chaplain.*

J. G. MOYLAN, Esq., Inspector of Penitentiaries.

 REPORT OF THE PROTESTANT CHAPLAIN.

ST. JOHN, N.B., 30th June, 1880.

DEAR SIR,—I have to report that during the year ending this day I have regularly, and to the best of my ability, discharged the duties of my office as Protestant Chaplain of this Penitentiary.

The results of my ministry are not ascertainable as in other forms of service; yet are they equally real, and in every way as precious. Not only has the voice of praise and prayer regularly ascended like holy incense before the throne of the Most High, but religious instruction has also been imparted to my hearers on the duties they owe both to God and to man. And I am persuaded that in many hearts convictions of sin have been produced, holy resolutions have been cherished, and aspirations after a purer and more religious life have been fostered.

I cannot think that all this will end as a tale that is told. Some hopeful cases may disappoint us; but I believe that in many instances the good result will be seen in honest, sober, religious lives.

I pray God it may be so; and that they to whom I have here ministered for 15 years (less a month) may be finally saved.

The day school has been regularly attended to and efficiently conducted by Mr. Burke, who has done a good work for small pay.

I beg to express my gratitude for the kindly and courteous treatment I have invariably experienced from all the officers of this institution. Except two, they have all entered the service since I did. And now that we are about to be disbanded I wish them all success.

I am very truly yours,

GEO. SCHOFIELD,
Protestant Chaplain.

J. G. MOYLAN, Esq.

ST. JOHN PENITENTIARY, 6th July, 1880.

SIR,—I herewith forward my Annual Report of the medical department of the St. John Penitentiary for the year ended 30th June, 1880.

The prison during the past year has been kept in a clean and good sanitary condition, and the health of the prisoners has been very satisfactory.

With the exception of four cases of diphtheria, all of which recovered and which were not of the severest type, there has been no case of zymotic or infectious disease, and the prison has been perfectly free from any epidemic complaints.

During the spring especially, there were a large number of slight throat and chest affections, all of which easily recovered under appropriate treatment.

There have been several accidents of a more or less severe nature, none of them fatal fortunately. In only one case is there likely to be any permanent injury, and it is not certain that there will be in that.

On the 10th September last convict Carroll cut himself very severely with the broom knife, dividing the whole thickness of the muscles on the outside of the thigh down to the bone. He recovered without injury.

On the 11th October a chisel was driven through the under eyelid of right eye of convict McFarlane penetrating the eyeball, making an incised wound in that organ three-quarters of an inch in length, and causing the vitreous humor to exude between the edges. He recovered perfectly without even injuring his eyesight.

On the 15th April, convict Warren allowed his hand to come in contact with the circular saw, which cut half through his hand, from the outer towards the inner border, severing everything in its way. The limb united perfectly, leaving no ill effects except the scar.

On the 7th May, convict West had his hand caught in the planer, which drew it in as far as the wrist before the belt could be thrown off and the machine stopped. In this case there may be two stiff fingers left, but, as he is still under treatment, it is impossible to speak positively.

The above are among the most serious of the accident cases.

The food of the prisoners has been abundant and wholesome, and properly prepared.

There have been no deaths in the Penitentiary during the past year.

The management of the female prison leaves nothing to be desired as regards its cleanliness and sanitary conditions.

In conclusion, I have to commend the solicitude of the Warden and officers for the health of the prisoners, and for the promptitude with which they have always sent for me in cases of sudden illness or accident.

I have the honor to be, Sir, your obedient servant.

J. W. DANIEL, M.D., M.R.C.S., Eng., *Surgeon.*

J. G. MOYLAN, Inspector of Penitentiaries.

MATRON'S ANNUAL REPORT.

ST. JOHN PENITENTIARY, 23th July, 1880.

SIR,—I have the honor to present my Annual Report on the female department of the St. John Penitentiary for the year ending June 30th, 1880. On the 1st July, 1879, the number of prisoners were eighteen, three of them were convicts. Admitted within the year, thirty-six common prisoners. Discharged during the year by expiration of sentence, one convict and forty-one common prisoners; leaving, June 30th, 1880, two convicts and ten common prisoners. Conduct and industry of convicts, very good; industry and conduct of common prisoners, very good. On one occasion I had cause to punish one of them by being kept in solitary confinement for thirty-six hours. The employment during the year, as usual, cooking, washing, making clothing, knitting and mending for themselves and male prisoners, and female prison house work. Hoping that this report will meet with your approval.

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

CATHERINE KEEFFE, *Matron.*

J. G. MOYLAN, Esq., Inspector of Penitentiaries.

ST. JOHN PENITENTIARY, 1st July, 1880.

SIR,—I beg to submit my annual report of the school of this Penitentiary, for the year ending 30th June. During the year just closed sessions were held every day on which it was convenient to hold them. The conduct and attention of the convicts during the school sessions were all that could be desired, and the progress made in the different branches taught was highly satisfactory. The average daily attendance during the year was eighteen, divided as follows: cyphering, five; reading and spelling, nine; writing, four; total, eighteen. The libraries were well patronized during the year by the convicts, who appeared to appreciate to the fullest extent this incalculable means of information and amusement. In closing this report I desire to record my sincere thanks to the chaplains—Catholic and Protestant—for their kind and generous treatment of myself personally, during our official intercourse, and for the encouragement so often extended to the school under my charge.

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

D. BURKE, *Teacher*

TABULATED Report of Cases treated at the St. John Penitentiary from 1st July, 1879, to 30th June, 1880, with results.

Disease.	Admitted.	Discharged.	Died.	Remaining.
Abcessus.....	10	10		
Alcoholismus.....	6	6		
Ascarides.....	1	1		
Asthma.....	2	2		
Bronchitis.....	33	32		1
Catarrhus Nasalis.....	4	4		
do Gastric.....	21	21		
do Vesicalis.....	1	1		
Cancrum Oris.....	2	2		
Cephalalgia.....	10	10		
Colica.....	10	10		
Constipatio.....	13	13		
Cynanchi Ulcerata.....	1	1		
Diphtheria.....	4	4		
Delirium tremens.....	3	3		
Diarrhœa.....	9	9		
Dysenteria.....	12	12		
Debilitas.....	9	7		2
Dyspepsia.....	8	8		
Dentes Extractæ.....	7	7		
Epistaxis.....	1	1		
Epilepsia.....	2	2		
Gonorrhœa.....	10	8		2
Hæmoptysis traumatica.....	*1	1		
Hæmorrhoides.....	7	7		
Incontinentia urinæ.....	1	1		
Influenza.....	6	6		
Lumbago.....	4	4		
Malingering.....	1	1		
Morbus oculorum et tarsorum.....	10	9		1
Morbus Cutis.....	15	15		
do Cordis.....	1	1		
Necrosis.....	1			1
Neuralgia.....	6	6		
Otorrhœa.....	2	2		
Paralysis Acuta Ascendens.....	1			1
Paronychia.....	3	3		
Pleurodynia.....	14	14		
Phthisis pulmonalis.....	*3	2		
Pneumonia.....	1	1		
Rheumatismus Muscularis.....	19	19		
do Acutis Artic.....	2	2		
Spermatorrhœa.....	4	3		1
Synovitis.....	1	1		
Stremma.....	4	4		
Stricture urethræ.....	2	2		
Syphilis.....	8	7		1
Tonsillitis.....	24	24		
Ulcus.....	8	8		
Vulnus (contus et lacerat).....	19	18		1
do Punctum.....	3	3		
do Incisum.....	5	5		
Totals.....	355	343		12

* Pardonèd, 2.

J. W. DANIEL, M.D., M.R.C.S., Eng., *Surgeon.*

EXPENDITURE.

DR. THE DOMINION OF CANADA in account with the St. John Penitentiary, for Year ending 30th June, 1880. CR.

1880.	\$	cts.	1879.	\$	cts.	\$	cts.
June 30...	To Staff as detailed below		July 30...	11,335 74		By Official Pay-list No. 1	890 27
	Maintenance		Aug. 1...	11,832 89		do Check No. 0-285	200 00
	Working expenses		do 26	2,798 79		Authority to pay July accounts	600 82
	Industries		do 26	2,820 15		Official Pay-list No. 11	890 27
	Refund deposits, Nos. 813 and 50		Sept. 16...	235 21		Authority to pay August accounts	616 84
			do 26...			Official Pay-list No. 20	890 27
1880.			Oct. 18...	29,022 78		Authority to pay September accounts	1,042 80
June 30...	To Salaries	11,043 24	do 31...		Official Pay-list No. 28	890 27	
	Officers' clothing	292 50	Nov. 20...		Authority to pay October accounts	1,130 92	
	Rations	7,018 15	do 29...		Official Pay-list No. 41	890 27	
	Clothing	2,212 01	Dec. 22...		Authority to pay November accounts	787 12	
	Travelling allowance	490 00	do 31...		Official Pay-list No. 53	890 27	
	Discharge clothing	631 38	1880.				
	Bedding	610 53	Jan. 20...		Authority to pay December accounts	1,366 61	
	Library	64 00	do 31...		Official Pay-list No. 66	890 27	
	School	6 75	Feb. 19...		Authority to pay January accounts	1,028 20	
	Hospital	192 17	do 28...		Official Pay-list No. 75	890 27	
	Contingencies	607 90	Mar. 18...		Authority to pay February accounts	1,989 56	
	Heating	1,034 08	do 4...		Official Check to pay freight on broom corn	200 00	
	Light	219 60	do 31...		do Pay-list No. 91	890 27	
	Repairs to buildings	218 59	April 20...		Authority to pay March accounts	1,293 01	
	Maintenance of machinery	426 88	do 30...		Official Pay-list No. 109	890 27	
	Armoury	20 92	May 28...		Authority to pay April accounts	3,184 08	
	Kitchen	93 18	do 31...		Official Pay-list No. 126	890 27	
	Sundries	785 54	June 22...		Authority to pay May accounts	1,941 26	
	Industries	2,820 15	do 30...		Official Pay-list No. 146	890 27	
	Refund	235 21	July 16...		Authority to pay June accounts	2,908 32	
				29,022 78			29,022 78

GEO. L. FOSTER, Accountant.

CHARLES KETCHUM, Warden.

REVENUE.

DR. THE DOMINION OF CANADA in account with the St. John Penitentiary, for Year ending 30th June, 1880. Cr.

		1879,	1880.	1879,	1880.	\$	cts.	\$	cts.
July 31...	To Drafts remitted the Honorable the Receiver General.....	do	do	June 30... By Balance	10,762 34				
Aug. 31...	do do	958 35		June 30... Broom Department.....	6,639 89				
Sept. 30...	do do	631 46		do 30... Pail do	2,572 72				
Oct. 31...	do do	723 66		do 30... Sundries.....	117 71				
Nov. 30...	do do	808 99		do 30... House rent.....	299 52				
Dec. 31...	do do	946 05							
1880.									
Jan. 31...	do do	720 89							
Feb. 28...	do do	487 86							
Mar. 31...	do do	700 45							
April 30...	do do	991 30							
May 31...	do do	1,083 12							
June 30...	do do	1,071 25	9,898 88						
1879.									
Aug. 31...	Amount of claim against Charles Ketchum written off as per memo. from Inspector Moylan.....								
1880.									
June 30...	To Balance		10,380 28						
			20,392 18						

GEO. L. FOSTER, Accountant.

CHARLES KETCHUM, Warden.

RETURN of Work done in Female Department for Year ending 30th June, 1880.

Made for Male Prison :—

- 60 yellow and brown shirts.
- 56 white flannel shirts.
- 54 pairs white flannel drawers.
- 74 towels.
- 13 rollers.
- 25 sheets.
- 20 pairs socks (knitted).
- 36 brown and yellow shirts cut out, to be made in one of the workshops by male prisoners.

Made for Female Prison :—

- 41 blue cotton jackets.
- 26 blue cotton skirts.
- 10 woollen jackets.
- 22 woollen skirts.
- 42 chemises.
- 14 aprons.
- 17 towels.
- 25 pillow cases.
- 12 pairs stockings (knitted).
- Made heavy cloth sack, dress and underclothing for one convict discharged.

Goods for Maintenance in Store at St. John Penitentiary on 30th June, 1880.

Description.		Quantity.	Price.	Value.
			\$ cts.	\$ cts.
Barley	Lbs.	98	0 03½	3 41
Beans	Bush.	12½	2 50	30 87
Pease	"	10½	1 45	15 22
Cornmeal	Brls.	6	3 70	22 20
Oatmeal	Lbs.	170	0 03½	5 95
Tea	"	24½	0 30	7 35
Salt	Sacks.	2	0 70	1 40
Pork	Lbs.	1,306	0 05½	71 83
Pollock	"	252	0 02½	5 62
Potatoes	Bush.	72	0 50	36 00
Molasses	Galls.	153	0 40	61 20
Vinegar	"	33	0 20	6 60
Coal oil	"	68	0 26	17 68
Tobacco	Lbs.	45½	0 38	17 29
Soap	"	497	0 05	24 85
Window glass	Boxes.	6		21 50
Pant buttons	Gross.	6	1 80	10 80
Linen thread	Lbs.	9	2 00	18 00
Socks	Doz.	6½	2 30	14 95
Prison cloth (brown and yellow)	Yds.	109½	0 77½	339 45
Onions	Lbs.	87	0 06	5 22
Washing soda	"	338	0 02	6 76
White flannel	Yds.	113	0 70	79 10
Matches	Gross.	2½	0 38	0 85½
Cell lamps	Doz.	1½	4 25	6 37½
Shoes	Pairs.	92	1 50	138 00
Fine combs	Doz.	4	1 40	5 60
Coarse combs	"	4	2 25	9 00
Sole leather	Lbs.	270	0 29	78 30
Upper leather	"	80	0 40	32 00
Scrubbing brushes	Doz.	6	2 00	12 00
Total				\$1,105 38

D. BURKE, Storekeeper.

MATERIAL for Manufactures in Store at St. John Penitentiary, 30th June, 1880.

Description.	Quantity.	Value.	Description.	Quantity.	Value.
		\$ cts.			\$ cts.
			Brought forward.....		2,737 77
Broom corn.....lbs	23,177	1,854 16	Paint oil.....galls.	15	13 50
Hoop iron....."	15,235	609 40	Coal.....tons.	45	167 85
Broom wire....."	332	44 82	Common nails.....lbs.	300	10 50
do twine....."	364	123 76	Hungarian do....."	30	3 60
Whiting....."	264	5 28	Trunk do....."	70	7 00
Brimstone....."	120	7 20	Pine logs.....sup.ft.	35,000	595 00
Paint dryers....."	50	6 50	do boards....."	35,000	700 00
Pail varnish.....galls.	3	6 75	Tallow.....lbs.	90	9 90
Black do....."	94	79 90	Velveteen.....yds.	20	12 00
Carried forward.....		2,737 77	Total.....		4,257 12

D. BURKE, Storekeeper.

PRODUCE from Farm of St. John Penitentiary, for Year ending 30th June, 1880.

Description of Products.	Quantity.	Rate.	Value.
		\$ cts.	\$ cts.
Potatoes.....bushels.	48	0 50	24 00
Turnips....."	184½	0 40	73 80
Carrots....."	83½	0 40	33 40
Cabbage.....heads.	642	0 05	32 10
Oats.....bushels.	45	0 50	22 50
Hay.....tons.	20	12 00	240 00
Pork (dead weight).....lbs.	5,524	0 05½	303 82
do (live do).....			192 00
Total.....			921 62

D. BURKE, Storekeeper.

MOVEMENT of Prisoners at St. John Penitentiary, from Midnight of the 30th of June, 1879, until Midnight of the 30th of June, 1880.

Description.	Convicts.		Common Prisoners.		Total.
	Male.	Female.	Male.	Female.	
Remaining at Midnight, June 30th, 1879.....	67	3	67	15	152
Admitted since up to Midnight, June 30th, 1880.....	25		233	36	294
Discharged by expiration of sentence.....	26	1	209	41	
do pardon.....	7		3		
do order St. John Police Magistrate.....			44		331
Remaining at Midnight, June 30th, 1880.....	59	2	44	10	115

CHARLES KETCHUM, Warden.

DAILY AVERAGE NUMBER of Prisoners in St. John Penitentiary, for the Year ending 30th June, 1880.

Convicts.		Common Prisoners.		Totals.	
Males.....	62½	Males.....	61½	Males.....	124
Females.....	2¼	Females.....	15	Females.....	17¼
Total.....	65	Total.....	76½	Grand Total.....	141½

CRIMES of Prisoners in St. John Penitentiary, 30th June, 1880.

	Convicts.		Common Prisoners.		Totals.	
	Male.	Female.	Male.	Female.	Male.	Female.
Arson.....	2				2	
Assault, aggravated.....	2		1		3	
Breaking, and entering with intent to commit felony.....	1				1	
do entering and stealing.....	2	1			2	
do do larceny.....	3				3	
do and entering.....	3				3	
Burning school house.....	1				1	
Burglary.....	4				4	
Counterfeiting and uttering forged bank bills.....	1				1	
Drunkenness.....			26	1	26	1
Entering house and stealing, and prison breach.....	1				1	
Escape from penitentiary, larceny and assault on keeper.....	1				1	
Forgery.....	1				1	
Felony and larceny.....	1				1	
do robbery.....	1				1	
Larceny.....	12		1		13	
Larceny and setting fire to jail.....	1				1	
do shop breaking.....	4				4	
do breaking, entering and stealing.....	1				1	
do escape.....	1				1	
do stealing.....	1				1	
Manslaughter.....	3				3	
Murder.....		1				1
Robbery.....	1				1	
Receiving stolen goods.....	1				1	
Stealing.....	4		7	1	11	1
Stealing and drunkenness.....			2		2	
Shooting with intent to maim.....	1				1	
do do murder.....	1				1	
Shop breaking.....	2				2	
Vagrancy.....			7	8	7	8
Wounding police officers.....	1				1	
do do to maim.....	1				1	
Totals.....	59	2	44	10	103	12

EDUCATION and Civil State of Prisoners in St. John Penitentiary, 30th June, 1880.

	Convicts.		Common Prisoners.		Total.	
	Male.	Female.	Male.	Female.	Male.	Female.
<i>Education.</i>						
Can read and write.....	41	1	28	3	69	4
do read only.....	2	.....	4	2	6	2
do neither read nor write.....	16	1	12	5	28	6
Totals.....	59	2	44	10	103	12
<i>Civil State.</i>						
Married.....	17	1	8	2	25	3
Single.....	39	.....	35	5	74	5
Widowed.....	3	1	1	3	4	4
Totals.....	59	2	44	10	103	12

RELIGION and Habits of Prisoners in St. John Penitentiary, June 30th, 1880.

	Convicts.		Common Prisoners.		Total.	
	Male.	Female.	Male.	Female.	Male.	Female.
<i>Religion.</i>						
Roman Catholic.....	23	1	30	6	53	7
Episcopal.....	17	.....	10	2	27	2
Baptist.....	13	1	3	1	16	2
Methodist.....	3	.....	1	1	4	1
Presbyterian.....	3	.....	.....	.....	3	.....
Totals.....	59	2	44	10	103	12
<i>Habits.</i>						
Temperate.....	34	2	8	.....	42	2
Intemperate.....	25	.....	36	10	61	10
Totals.....	59	2	44	10	103	12

SENTENCES of Prisoners in St. John Penitentiary, June 30th, 1880.

	Convicts.		Common Prisoners.		Total.	
	Male.	Female.	Male.	Female.	Male.	Female.
For life.....	1	1			1	1
20 years.....	3				3	
18 do.....	1				1	
15 do.....	1				1	
12 do.....	1				1	
10 do.....	2				2	
9 do.....	1				1	
8 do.....	1				1	
7 do.....	3				3	
6 do.....	5				5	
5 do and 6 days.....	1	1			1	1
5 do.....	9				9	
4 do.....	3				3	
3 do.....	13				13	
2 do.....	14				14	
18 months.....			2		2	
12 do.....			4		4	
8 do.....			2		2	
6 do.....			6	8	6	8
4 do.....			1		1	
3 do.....			3		3	
2 do.....			26	2	26	2
Totals.....	59	2	44	10	103	12

NATIONALITY of Prisoners in St. John Penitentiary, June 30th, 1880.

	Convicts.		Common Prisoners.		Total.	
	Male.	Female.	Male.	Female.	Male.	Female.
New Brunswick.....	37	2	31	2	68	4
Nova Scotia.....	5		1	1	6	1
Quebec.....	2		1		3	
Prince Edward Island.....	2				2	
Ireland.....	2		8	6	10	6
England.....	3		2	1	5	1
Scotland.....	2				2	
United States.....	6		1		7	
Totals.....	59	2	44	10	103	12

AGES of Prisoners in St. John Penitentiary, June 30th, 1880.

	Convicts.		Common Prisoners.		Total.	
	Male.	Female.	Male.	Female.	Male.	Female.
Under 20 years.....	9		10		19	
Between 20 and 30 years.....	31	1	19	3	50	4
do 30 and 40 do.....	7		9	1	16	1
do 40 and 50 do.....	11	1	4	1	15	2
Over 50 years.....	1		2	5	3	5
Totals.....	59	2	44	10	103	12

RELIGION, Education and Nationality of all Prisoners admitted to St. John Penitentiary during the Fiscal Year ending 30th June, 1880.

	Convicts.		Common Prisoners.		Total.	
	Male.	Female.	Male.	Female.	Male.	Female.
<i>Religion.</i>						
Roman Catholic.....	9		149	20	158	20
Episcopal.....	7		63	6	70	6
Baptist.....	6		6	7	12	7
Methodist.....	1		5	2	6	2
Presbyterian.....	2		10	1	12	1
Totals.....	25		233	36	258	36
<i>Education.</i>						
Can read and write.....	19		164	5	183	5
Can read only.....	1		17	9	18	9
Can neither read nor write.....	5		52	22	57	22
Totals.....	25		233	36	258	36
<i>Nationality.</i>						
New Brunswick.....	15		157	13	172	13
Nova Scotia.....	2		4	3	6	3
Newfoundland.....				1		1
Quebec.....	2		4		6	
P. E. Island.....	2		2	1	4	1
England.....	1		6	2	7	2
Ireland.....	1		47	16	48	16
Scotland.....	1		5		6	
United States.....	1		6		7	
Norway.....			1		1	
France.....			1		1	
Totals.....	25		233	36	258	36

OFFICIAL STAFF of St. John Penitentiary, 30th June, 1880.

No.	Name.	Office.	Salary.	Age.	Date of Appointment.
1	Charles Ketchum.....	Warden.....	1,400	58	October 31, 1874.
2	George L. Foster.....	Accountant.....	900	40	August 11, 1874.
3	J. W. Daniel, M.D.....	Surgeon.....	600	35	March 15, 1879.
4	Rev. G. Schofield.....	Protestant Chaplain.....	400	67	August 1, 1865.
5	Rev. A. Ouillette.....	R. C. Chaplain.....	400		
6	George Keefe.....	Chief Keeper.....	500	57	December 1, 1861.
7	Dennis Burke.....	Storekeeper, Steward, &c	700	33	October 19, 1874.
8	John Keefe.....	Warehouse Clerk.....	450	24	March 25, 1876.
9	John R. Perrie.....	Keeper and Engineer.....	500	61	October 1, 1859.
10	William Hogan.....	do.....	500	40	January 1, 1869.
11	Henry Godsoe.....	do.....	500	47	August 1, 1869.
12	George Campbell.....	do (Acting).....	450	63	January 1, 1867.
13	John Johnston.....	Guard.....	450	39	March 20, 1871.
14	Robert Earle.....	do.....	450	40	October 3, 1872.
15	John Duff.....	do.....	450	34	April 1, 1873.
16	Samuel Barnes.....	do.....	450	43	January 1, 1874.
17	John C. Beateay.....	do.....	400	39	April 1, 1875.
18	Charles N. Darrah.....	do.....	400	34	July 1, 1878.
19	Daniel McNeill.....	do.....	400	36	do 1, 1878.
20	James Cunningham.....	Night Watchman.....	360	46	December 1, 1877.
21	Catherine Keefe.....	Matron.....	250	50	January 1, 1865.
22	Mary McCarthy.....	Deputy Matron.....	180	35	do 1, 1865.

HALIFAX PENITENTIARY, 1st July, 1880.

SIR,—I beg to submit to you my report for fiscal year ending 30th ult., and in doing so it affords me great pleasure in being able to express my entire approbation of the conduct of my officers during the past twelve months.

During my administration our relationship has been of the friendliest kind; I have always received assistance and support, the promptest obedience, the kindest consideration, and the warmest sympathy from them; and, as we must soon part, I take this opportunity of thanking them for the uninterrupted good feeling which they have evinced towards me, and which I have truly appreciated.

The transfer of the 30 convicts in December, to Kingston Penitentiary, relieved my mind of much anxiety, as it removed a lot of very troublesome, not to say dangerous characters. This element of disturbance being wanting the general conduct of the prisoners has been very good.

In November a fire occurred in the blacksmith shop, by which it, and the neighboring building, containing the carpenter and tailor shops and wash-house were consumed. Temporary shops were improvised in the large store for broom corn, which answers very well.

Two escapes (both unsuccessful) occurred this year—one, Robinson, from the farm gang, the other, Crawford, from the hospital, where he had been employed as nurse. In consequence of his services there the Minister was pleased to dispense with a prosecution for the attempt. Robinson was quickly recaptured by the prison officials, the other was taken by the look-out party and brought back to prison.

As for our industries there has been a little improvement in the Broom Department, but the prices rule so low that there is little made. The shoe shop earnings, although small, has been nearly all profit, as Brennan's contract while it lasted, paid very well considering the times, and there was no outlay. Since this contract was given up the men have been employed on work for Dorchester Penitentiary.

The accompanying sub-reports, table, &c., will show you the operations of the prison during the past fiscal year.

With many thanks for your past kindness and assistance,

I have the honor to be your most obedient servant,

JOHN FLINN, *Warden.*

JAS. G. MOYLAN, Inspector of Penitentiaries, Ottawa.

OPERATIONS of the Halifax Penitentiary, for Year ending 30th June, 1880.

EXPENDITURE.

DR.	Dominion of Canada in account with Halifax Penitentiary.		CR.		
	\$	cts.	\$		
To Salaries	9,750	00	July 25 By Cash	200	00
Officers uniforms	391	57	do 31 Salaries, pay-list	730	95
Rations	4,031	16	Aug. 27 Warrant to pay July account	492	51
Clothing	1,062	00	do 31 Salaries, pay-list	730	95
Tear, allowance and gratuity	270	00	Sept. 19 Warrant to pay Aug account	639	29
Discharged clothing	289	00	do 30 Salaries, pay-list	730	95
Bedding	31	67	Oct. 10 Warrant to pay Sept. account	511	15
Interments	5	40	do 31 Salaries, pay-list	730	95
Chapels	1	60	Nov. 17 Warrant to pay Oct. account	595	97
Library	36	00	do 30 Salaries, pay-list	810	11
School	0	30	Dec 16 Warrant to pay Nov. account	638	99
Escapes	11	70	do 31 Salaries, pay-list	810	11

OPERATIONS of the Halifax Penitentiary, &c.—*Concluded.*

EXPENDITURE.

DR.	Dominion of Canada in account with Halifax Penitentiary.			CR.	
	\$	cts.	1880	\$	cts.
Hospital	124	20	Jan. 20	Warrant to pay Dec. account..	776 48
Contingencies.....	130	50	do 31	Salaries, pay-list.....	810 11
Heating	439	26	Feb. 16	Warrant to pay Jan. account..	624 79
Light.....	125	68	do 28	Salaries, pay-list.....	810 11
Repairs to buildings.....	77	53	Mar. 12	Warrant to pay Feb. account..	263 82
Maintenance of machinery ...	10	00	do 31	Salaries, pay-list.....	810 11
Armoury	1	50	April 15	Warrant to pay Mar. account..	417 67
Kitchen	11	07	do 30	Salaries, pay-list.....	810 11
Stationery	10	90	May 17	Warrant to pay April account	544 07
Sundries.....	194	21	do 31	Salaries, pay-list.....	810 11
Industries	479	38	June 18	Warrant to pay May account..	1,363 68
	17,394	63	do 30	Salaries, pay-list.....	810 11
Refunds—\$86.37; \$113.63	200	00		Amount of June account.....	1,124 53
	17,594	63			17,594 63

JOHN F. COTTON, *Accountant.*

OPERATIONS of Halifax Penitentiary for Year ending 30th June, 1880.

REVENUE.

DR.	Receiver-General in Account with Halifax Penitentiary.			CR.	
	\$	cts.	1879.	\$	cts.
1879.					
Aug. 2... To deposit.....	148	47	July 1... By Balance.....	1,463	04
Sept. 2... do	251	05	do 31... Sundries.....	401	87
Oct. 3... do	169	94	Aug. 31... do	274	80
Nov. 5... do	366	02	Sept. 30... do	265	47
Dec. 3... do	143	29	Oct. 31... do	430	45
			Nov. 30... do	233	67
			Dec. 31... do	379	13
1880.			1880.		
Jan. 8... do	418	41	Jan. 31... do	271	45
Feb. 7... do	455	85	Feb. 28... do	192	56
March 5... do	169	77	March 31... do	365	45
do 20... do	903	36	April 30... do	221	55
April 6... do	100	00	May 31... do	379	51
May 5... do	336	45	June 30... do	744	00
June 3... do	235	21			
July 7... do	178	15			
Losses in Broom Department by bankruptcy...	199	65			
Balance.....	1,547	33			
	5,622	95			
			July 1... Balance unpaid acct's..	1,547	33
				5,622	95

JOHN F. COTTON, *Accountant.*

ABSTRACT of Inventory of the Halifax Penitentiary, 30th June, 1880 :—

In Warden's Apartments.....	\$50 00
Office, including General Library.....	201 00
Hospital, including Medicines and Surgical Apparatus...	186 50
Guard-room and Armory.....	288 30
Cook-house and Dining-room.....	95 87
School Books and Apparatus.....	25 00
Wash-house	6 45
Store	1,649 54
Male Prison.....	1,226 05
Stable and Farm.....	555 50
Carpenter Department.....	34 96
Tailor do	24 80
Blacksmith do	48 15
Masons do	49 90
Shoe do	518 83
Broom do	833 36
Protestant Chapel and Library.....	45 00
Catholic do do	105 00
	<u>\$ 5,944 21</u>
Broken Stone—say 10,000 bushels, at 2c.....	200 00
Approximate value of standing crops :—	
Hay, 1½ tons, at \$10	\$15 00
Oats, 3½ acres, at \$8.....	28 00
Potatoes, ½ acre.....	20 00
	<u>63 00</u>
	<u>6,207 21</u>
Main Building, Offices, Ground, &c., per appraisement..	67,150 00
	<u><u>\$73,357 21</u></u>

CHARLES ROSS, *Chief Keeper and Storekeeper.*

ABSTRACT of Appraisement of Halifax Penitentiary, 30th June, 1880 :—

Main Buildings, with enclosing walls.....	\$60,000 00
Land, 13¾ acres, at \$400.....	5,500 00
Stables, piggeries, barns and carriage-houses.....	400 00
Wharf and boat-house.....	350 00
Bath-house.....	300 00
Cesspool.....	150 00
Boundary fence.....	50 00
Quarries	400 00
	<u>\$67,150 00</u>

JOHN F. COTTON, *Accountant.*

CHARLES ROSS, *Chief Keeper and Storekeeper.*

STATEMENT of Prisoners received during the Year ending 30th June, 1880.

	Male.	Female.	Total.		Male.	Female.	Total.
<i>Race.</i>				<i>Crime.</i>			
White	41	1	49	Insubordination—Military.....	3		49
Colored	7			do and theft— do	1		
<i>Country.</i>				Receiving stolen goods.....	5		49
Canada	37	1	Breaking and stealing	5			
England.....	5		do and entering.....	3		49	
Ireland.....	1		Compound larceny.....	2			
Scotland.....	2		Murder	1		49	
West Indies.....	2		Wounding with intent	1			
United States	1		Burglary	3		49	
<i>Religion.</i>				Arson	1		
Church of England	12	1	False pretences	1		49	
Roman Catholic.....	15		Maliciously wounding	1			
Baptist	9		Forging and false pretences..	1		49	
Presbyterian.....	9		Larceny, &c.....	15	1		
Methodist.....	1		Stabbing.....	1		49	
Lutheran.....	1		Assault.....	1			
Adventist	1		Counterfeiting	2		49	
<i>Education.</i>				Sheep stealing	1		
Can read and write.....	27	1	49	<i>Length of Sentence.</i>			
Cannot read or write	21			336 days..... } Military..... {	2		49
<i>Age.</i>				272 do	1			49
From 15 to 20.....	13		730 do	1		49	
do 20 to 30.....	27		1 year	2			49
do 30 to 40.....	4		1½ years.....		1	49	
do 40 to 50.....	1	1	1½ do	1			49
do 50 to 60.....	2		2 do	18		49	
do 60 to 70	1		2½ do	2			49
<i>Civil Condition.</i>				3 do	10			49
Single.....	38		3½ do	1		49	
Married	8	1	4 do	1			49
Widowed.....	2		5 do	3		49	
			6 do	2			49
			10 do	2		49	
			11 do	1			49
			Life	1		49	
							49

DAILY Average of Prisoners in Halifax Penitentiary, from 1st January, 1872, till 30th June, 1880.

		Common and Military.	Convicts.	Total.
1872.....	Daily average of 1872.....	5	311	361
1873.....	do 1873.....	5	311	381
1874.....	do 1874.....	4	33	371
1875.....	do 1875.....	2	41	441
1876.....	do 1876.....	5	54	591
1877.....	do 1877 till 30th June.....	4	70	741
1877-78..	do 1877-78.....	8	66	74
1878-79..	do 1878-79.....	13	69	82
1879-80..	do 1879-80.....	7	70	77

NUMBER of Days of Remission earned by Convicts discharged from the Halifax Penitentiary, for Year ending 30th June, 1880.

	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Number of days.	439	267	146	.....	.....	521	83	107	161	676	174	314	2,908

Movement of Convicts in Halifax

MONTHS.	RECEIVED FROM											Expiration or Remission of Sentence.		Pardon.		Sent to Lunatic Asylum.	
	Common Jails.		Lunatic Asylums		Court Martial.		Other Penitentiaries.		Total.			Male.	Female.	Male.	Female.	Male.	Female.
	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Total.						
1879.																	
June.....																	
July.....	9								9		9	2					
August.....	1								1		1	3					
September.....					1				1		1	3					
October.....	10	1							10	1	11	3					
November.....	4				1				5		5						
December.....					1		1		2		2	6					
1880.																	
January.....					1				1		1	1					
February.....												1					
March.....												3					
April.....	3								3		3	6					
May.....												2					
June.....	16								16		16	4					
Totals.....	43	1			4		1		48	1	49	34					

Penitentiary, for the Year 1879-80.

DISCHARGED BY													Remaining at Midnight on last day of Month.		
Suicide.		Death.		Escape.		Removal by order of Court Martial.		Sent to other Peniten- tiaries.		Total.					
Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Total.	Male.	Female.	Total.
													13	79	92
						1				3		3	97	1	98
										3		3	95	1	96
										3		3	93	1	94
										3		3	100	2	102
						2				2		2	103	2	105
						2		30		38		38	67	2	69
		2				4				7		7	61	2	63
										1		1	60	2	62
										3		3	57	2	59
										6		6	54	2	56
										2		2	52	2	54
										4		4	64	2	66
		2				9		30		75		75			

List of Officers of the Halifax Penitentiary, together with Age, Rank, Date of Service, &c., &c.

Name.	Age.	Rank.	Date of Appointment.	Under Local Government.		Under Dominion Government.		Total Service.	Present Salary.	
				yrs.	mos.	yrs.	mos.			yrs.	mos.
John Flinn.....	46	Warden	July, 1875			5	0	5	0	1,400 00
Ellen Flinn.....	39	Matron.....	do 1875			5	0	5	0	250 00
Alex. Romans....		Protestant Chaplain...	Aug., 1877			2	11	2	11	400 00
John Carmody....		R. Catholic do ...	July, 1878			2	0	2	0	400 00
R. S. Black.....	69	Surgeon	June, 1844	23	1	13	1	36	2	500 00
John F. Cotton..	56	Accountant, Clerk and Schoolmaster.....	Sept., 1862	4	10	13	0	17	10	800 00
Charles Ross.....	45	Chief Keeper & Store-keeper	Nov, 1867			12	8	12	8	600 00
John Downey....	41	Trade Instructor	May, 1868			12	2	12	2	500 00
Chas. Miller.....	32	do	Mar., 1868			12	4	12	4	500 00
H. N. Wright.....	41	do	Dec., 1871			8	7	8	7	700 00
Wm. Fegan.....	46	do	May, 1876			4	2	4	2	500 00
Nathan Tattreie....		Act. do	Sept., 1877			2	9	2	9	500 00
Martin Kennedy..	47	Guard.....	Feb., 1869			11	5	11	5	450 00
Sam'l Corrigan..	42	do	Sept., 1869			10	10	10	10	450 00
Richard Umlah..	63	do	May, 1872			7	2	7	2	450 00
Jas. McDougall..	39	do	Jan., 1873			6	6	6	6	450 00
Hezekiah Naufft.	27	Acting Guard	Apr., 1878			2	3	2	3	450 00
John Curley.....	37	Messenger, &c.....	May, 1871			9	2	9	2	450 00

STATEMENT of Value of Farm Produce used in and for the benefit of the Halifax Penitentiary for the Year ending 30th June, 1880.

Description.	Quantity.	Price.		Amount.
		\$	cts.	
Potatoes.....	300 bushels...	0	50	150 00
Beets.....	18 do ...	0	60	10 80
Carrots.....	8 do ...	0	45	3 60
Parsnips.....	10 do ...	0	45	4 50
Turnips.....	70 do ...	0	30	21 00
Onions.....	52 lbs	0	03	1 56
Mangolds.....	180 bushels...	0	25	45 00
Cabbage.....	20 dozen....	0	60	12 00
Hay.....	4,500 lbs.....	14	00	35 00
Pork.....	1,460 do	0	08	116 80
Total				400 26

STATEMENT of Money Value of Unpaid Labor in the several Departments of Halifax Penitentiary for the Year ending 30th June, 1880.

Departments.	No. of Days.	Rate.	Amount.
Carpenter Department.....	150	cts. 50	\$ 75 00
Blacksmith do	125	50	62 50
Tailor do	1,240	40	496 00
Mason do	160	50	80 00
Shoe do (prison work).....	1,224	40	489 60
Farm, stable, and wood-cutting.....	7,850	40	3,140 00
Prison orderlies, and in wash-house.....	2,480	40	992 00
Matron's Department.....	611	25	152 75
Total.....			4,087 85

NUMBER of Prisoners employed in each Department on 30th June, 1880:—

Broom Department.....	12
Shoe do	7
Carpenter do	3
Blacksmith do .....	...
Tailor do	4
Mason do .....	...
Orderlies in dining-room, kitchen, and wash-house.....	8
Farm, stone-breaking and wood-cutting.....	25
In cell.	5
Matron's Department.....	2
Total.....	66

RETURN shewing the Number of Days' Work in each Department during the Year ending 30th June, 1880:—

Broom Department.....	1,508
Shoe do	2,362
Carpenter do	150
Blacksmith do	125
Tailor do	1,240
Mason do	160
Orderlies in dining-room, kitchen and wash-house.....	2,480
Farm, stone-breaking and wood-cutting.....	7,850
Matron's Department.....	601
Total.....	16,686

DESCRIPTION and Number of Punishments inflicted in the Halifax Penitentiary during the Year ending 30th June, 1880.

Description.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Admonished.....	1	4	1	2	.....	.....	.....	.....	.....	.....	.....	.....	8
Confined to cell with loss of privileges.....	5	5	6	3	5	2	3	3	.....	1	1	.....	34
Dark cell on bread and water.....	1	.....	.....	.....	.....	2	.....	1	.....	1	1	.....	6
Dark cell, with loss of remissions, and chains.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
													49

HALIFAX PENITENTIARY, 30th June, 1880.

SIR,—I have the honor to present my Report for the year ending 30th June, 1880.

The sanitary condition of the prison during the past year was, for the most part, satisfactory.

The whole number prescribed for was two hundred and forty-seven, and I have to record two deaths, those of Charles Simpson, who died of abdominal aneurism, and of Richard Spencer, who died of typhoid fever. One other case of typhoid occurred, as well as a severe case of diphtheria, in which the symptoms assumed a typhoid character; these cases were for a long time of very doubtful issue, but ultimately recovered; and I believe their recovery was largely due to the unwearied attentions of chief-keeper Ross and the two convicts Charles Spencer and George Crawford, who volunteered their services as nurses, and who were most faithful in the performance of their duties, which at times were anything but agreeable, and involved no small amount of danger; and I venture to hope that you may not consider it inconsistent with your duty to bring the circumstances to the notice of the Honorable the Minister of Justice, so that a portion at least of their respective sentences may be remitted.

At the time of the occurrence of these cases, I requested the Warden to have the drain from the cook-house examined. He very promptly acceded to my request, but no obstruction could be found, and I am led to believe that these were sporadic cases, and not depending upon any faulty hygienic condition of the prison.

I have to thank the Warden and other officials for uniform courtesy and assistance in the prosecution of my duties.

Subjoined is a statement of the various diseases treated.

Abscess.....	6	Eczema.....	1
Anæmia.....	2	Epilepsy.....	15
Aneurism.....	1	Extraction of teeth.....	7
Acne.....	4	Febricula.....	10
Adenitis.....	4	Gastrodynia.....	4
Bursitis.....	2	Gonorrhœa.....	4
Bronchitis.....	11	Hæmoptysis.....	2
Boils.....	6	Hæmatemesis.....	6
Cardiac disease.....	3	Hemicrania.....	2
Colic.....	4	Hæmaturia.....	1
Contusion.....	6	Hepatitis.....	3
Constipation.....	15	Herpes.....	1
Diarrhœa.....	16	Hydrocele.....	2
Diphtheria.....	1	Insomnia.....	2
Dysentery.....	8	Leucorrhœa.....	10
Dyspepsia.....	15	Neuralgia.....	.....

Orchitis.....	2	Syphilis.....	2
Otorrhœa.....	3	Tonsilitis.....	10
Ophthalmia.....	5	Tumor.....	1
Ozœna.....	2	Typhoid.....	2
Pleurodynia.....	9	Ulcer.....	8
Rheumatism.....	9	Varicose veins.....	1
Sprain.....	4	Whitlow.....	2
Stricture of Urethra.....	1	Wound.....	6

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

JAS. G. MOYLAN, Esq.,
Inspector of Penitentiaries.

R. S. BLACK, M.D., L.R.C.S.E.,
Surgeon, Halifax Penitentiary.

REPORT OF THE CATHOLIC CHAPLAIN.

HALIFAX, 30th June, 1880.

SIR,—Since my last Report, nothing has transpired worthy of record.

The number of Catholic convicts, to date, is 15—14 males and 1 female. Their general conduct, I am delighted to say, has been good, and has afforded me both satisfaction and solace. Their demeanor during the Holy Sacrifice of the Mass has been not only edifying but significant, worthy of imitation elsewhere. They are not hearers only, but doers of the Word. Many of them often approach the Sacraments—those channels of grace, instituted by our Lord to communicate the merits of His passion and death to the souls of penitent sinners. Without the grace of God it is impossible to observe the law of God.

Were I to volunteer an opinion, I would say that some of them ought to be at home with their grieved fathers and mothers, to cheer and comfort them in their old age.

I feel great pleasure in testifying to the uniform courtesy and kindness extended to me by Mr. Warden Flinn and his vigilant and attentive assistants. No officials could have been more zealous, more earnest in their unceasing efforts to discharge their respective responsible duties. Consequently, none more deserving of consideration.

The faithful Mr. Cotton is always at his post, desirous and anxious to improve the intellectual condition of those committed to his charge.

JOHN CANON CARMODY, *Catholic Chaplain.*

JAS. G. MOYLAN, Esq.,
Inspector of Penitentiaries.

REPORT OF THE PROTESTANT CHAPLAIN.

HALIFAX PENITENTIARY, 30th June, 1880.

SIR,—I beg to submit this my third Annual Report, as Protestant Chaplain of the Halifax Penitentiary.

During the past year I have regularly discharged the duties pertaining to this office.

It gives me great pleasure in again bearing testimony to the uniform good conduct and marked attention of the convicts during divine service. The singing has been greatly improved since the introduction of the Psalms of David.

The number of Protestant convicts now in the Penitentiary is 40 white and 10 colored,—total 50.

In closing this brief report I wish to again tender thanks to the Warden and officials of the prison, for their uniform kindness, and I am satisfied that the vigilance and discipline exercised by them has materially tended to promote the order and good conduct so apparent in the convicts.

All of which is respectfully submitted by

ALEX. ROMANS, A.M., *Protestant Chaplain.*

JAS. G. MOYLAN, Esq., Inspector of Penitentiaries.

HALIFAX PENITENTIARY, 1st July, 1880.

SIR,—It gives me pleasure to inform you that my pupils during the past year have given me much satisfaction. They have been well-behaved and attentive, and have made all the progress which could be expected. I have endeavored to do my duty by them, and they have responded to my efforts in their behalf, to the best of their abilities.

I shall be deeply grieved to part from my charge; and can only hope that the change will be all the better for them. My schoolroom duties, have, on the whole, been very pleasant and most interesting. To benefit men, such as I have had to deal with here, requires considerable insight into individual character, which can only be acquired by patient study, and applied as circumstances may require.

I have on my register

Can read, write and cypher	12
Can read and write a little.....	10
Can neither read nor write.....	6
	—
Total.....	28

I am very much indebted to Warden and Chaplains for support and encouragement, for which I desire to thank them.

With grateful remembrance of your own past kindness and earnest wish for your happiness,

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

JNO. F. COTTON, *Schoolmaster, &c.*

JAS. G. MOYLAN, Esq., Inspector of Penitentiaries.

HALIFAX PENITENTIARY, 1st July, 1880.

SIR,—I beg to inform you that nothing of importance has transpired in my Department during the past year. The two women under my charge have behaved remarkably well, and have been employed generally in useful work connected with the prison.

There have been neither admission or discharge since my last Report; and every thing has progressed quietly and satisfactorily.

I am, Sir, your obedient servant,

ELLEN FLINN, *Matron.*

JAS. G. MOYLAN, Esq., Inspector of Penitentiaries.

STONY MOUNTAIN, 27th October, 1880.

SIR,—I have the honor, herewith, to submit my Report for the year ending 30th June, 1880.

During the year I was permitted by the Minister to visit the Penitentiaries at Kingston and St. Vincent de Paul, and gained much valuable information in the detail workings of the former institution, which I have taken advantage and made use of in the administration in this prison. This will, I trust, be perceptible to you on your next visit.

I desire to express my thanks to Mr. Creighton, Warden of the former institution, for the kindness and attention paid me, and to the Deputy Warden of the latter prison. The Warden was absent from St. Vincent de Paul when I visited there.

During my absence one of the convicts, No. 47, made good his escape, the particulars of which were communicated to you at the time.

In the early part of the winter much suffering and inconvenience was experienced in the institution, owing to delay on the part of the Public Works Department in furnishing the necessary means for heating the building. The winter was an unusually severe one.

I herewith enclose the usual annual statements and returns.

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

J. L. BEDSON.

JAS. G. MOYLAN, Esq., Inspector of Penitentiaries.

GATHOLIC CHAPLAIN'S REPORT.

WINNIPEG, MAN., 20th October, 1880.

SIR,—I beg to submit my Annual Report for the past year.

It is a source of great pleasure to be able to state that the general conduct of the convicts under my pastoral care during the various religious exercises has been satisfactory. I have attended as regularly as possible every third Sunday.

I am happy to be able to inform you that my relations with the Warden and the officers under him are most cordial.

The Roman Catholic convicts have on several occasions complained of the harsh treatment they received at the hands of one of the officers; you would do well to make enquiries into the matter. For my part, I merely mention the complaint without comment.

The chapel placed at my disposal is well suited to its purpose, being furnished with all that is requisite for the due celebration of Divine Service.

The library contains but a small number of books, which have been read again and again by the convicts. As reading is their only agreeable pastime, I suggested recently to the Warden the propriety of buying some new volumes. He kindly promised to do so as soon as possible.

I am very anxious that the chapel should be provided with hymnals, catechisms, prayer books, etc., all of which are sadly needed.

Allow me, in conclusion, to express my deep and heart-felt gratitude to the Warden and Mrs. Bedson for the generous hospitality always accorded myself and the priests whom I have occasionally sent as substitutes.

Having ceased to be parish-priest of St. Mary's Church, Winnipeg, in consequence of my appointment to minister to the spiritual wants of the Catholics along the line

of the Canadian Pacific Railway, may I ask you to accept, officially, my successor, the Rev. Father Baudin, as Roman Catholic Chaplain of the Manitoba Penitentiary.

I am, Sir, yours faithfully,

A. LACOMBE, O.M.I.,
R.C. Chaplain, Manitoba Penitentiary.

JAS. G. MOYLAN, Esq., Inspector of Penitentiaries.

PROTESTANT CHAPLAIN'S REPORT.

ST. JOHN'S COLLEGE, 22nd October, 1880.

DEAR SIR,—I have much pleasure in presenting herewith my Annual Report as Protestant Chaplain of the Manitoba Penitentiary. Services have been regularly held on every alternate Sunday. When regular railway communication has been established between Winnipeg and Stony Mountain I hope to be able to give weekly services. At present, however, owing to the bad state of the roads it is often very difficult to give even the fortnightly attendance. I am happy to state that the general conduct and attention of the convicts have given me the utmost satisfaction. I find much to make my work cheering and interesting: I have reason to hope, too, that in not a few cases deep and lasting spiritual impressions are being made. Recently we have been enabled to make another addition to the Library by means of the allowance which you so kindly granted us. The books are most thoroughly appreciated by the convicts. In conclusion, I must again bear testimony to the uniform kindness and courtesy which I continue to experience at the hands of the Warden and other officers while in the discharge of my duties.

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

SAMUEL P. MATHESON, *Protestant Chaplain.*

JAS. G. MOYLAN, Esq., Inspector of Penitentiaries.

MANITOBA PENITENTIARY, STONY MOUNTAIN, 29th October, 1880.

SIR,—I have the honor to forward this my Annual Report for the year ending 30th June, 1880. In doing so I have great pleasure in mentioning that the sanitary condition, together with the health of inmates, is in a most satisfactory state.

The heating of the prison last winter by Kingston stoves added very much to the comfort of convicts.

In conclusion, I offer many thanks to the Warden and officers generally for kind assistance rendered me in the performance of my duty.

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

RODERICK MACDONALD, M.D., *Surgeon.*

JAS. G. MOYLAN, Esq., Inspector of Penitentiaries.

No. 1.—CRIMINAL Statistical Return of Prisoners received in Manitoba Penitentiary, during the Year ending 30th June, 1880.

Description.	Male.	Female.	Total.	Description.	Male.	Female.	Total.
<i>Race.</i>				<i>Employment.</i>			
White.....	4		6	Butchers.....	1		6
Half-breed.....	2			Engine drivers.....	1		
<i>Country.</i>				Laborers.....	3		
England.....	1		6	Mat makers.....	1		
Canada.....	5			<i>Crimes.</i>			
<i>Religion.</i>				Feloniously stealing.....	1		6
Episcopalian.....	3		Larceny.....	3			
Roman Catholic.....	3		Larceny and robbery.....	1			
<i>Civil Condition.</i>				Sodomy.....	1		
Single.....	4		6	<i>Sentences.</i>			
Married.....	2			5 years.....	1		
<i>Education.</i>				3 do.....	3		
Read and write.....	4		6	2 do.....	2		
Neither read nor write.....	2						

J. L. BEDSON, *Warden.*

STONY MOUNTAIN, 3rd September, 1880.

No. 2.—RETURN showing the Movements of Prisoners in Manitoba Penitentiary from 1st July, 1879, to 30th June, 1880.

Distribution.	Prisoners.			Remarks.
	Male.	Female.	Total.	
Remaining, 30th June, 1879.....	32	2	34	
Admissions during the year.....	13	2	15	
Total.....	45	4	49	
Discharged by expiration of sentence.....	6		6	Lunatic.
Escaped.....	1		1	
Remaining 30th June, 1880.....	38	4	42	

J. L. BEDSON, *Warden.*

STONY MOUNTAIN, 3rd September, 1880.

No. 3.—RETURN showing the different Offences committed by Convicts in the Manitoba Penitentiary, from 1st July, 1879, to 30th June, 1880.

Months.	Insubordinate Conduct.	Speaking to other Convicts.	Attempting to Escape.	Assaulting Officers.	Disrespect to Officers.	Making Signals to other Convicts.	Inattention at work.	Damaging Property.	Pilfering.	Threatening Officers.	Assaulting other Convicts.	Petty Offences.	Hesitating to obey an Order.	Escaping.	Total Offences for each month.	Remarks.
1879.																
July.....	6	4			3				1			10	1		25	
August.....	3				4		1			1		6	1		16	
September.....	4	1		1	1			3		1		2	2		13	
October.....	2	4			3			1	1			4	1		16	
November.....	1	5			9				1	1		7	4	1	29	
December.....	5	10			9		1	1	1		1	9	4		41	
1880.																
January.....	10	4			1		2	1				4	9		31	
February.....	10	4		1	6	2	1	3				15	7		49	
March.....	5	2			1			1		1		6	7		23	
April.....	6	3			2			1			1	4			17	
May.....	13	3			3		1	1	1			11			33	
June.....	4				2		1					3			10	
Total.....	69	40	...	2	44	2	7	12	5	4	2	81	34	1	303	

J. L. BEDSON, *Warden.*

STONY MOUNTAIN, 23rd September, 1880.

No. 4.—RETURN showing Summary of Punishments inflicted upon Convicts in the Manitoba Penitentiary, from 1st July, 1879, to 30th June, 1880.

Adminished.	Reprimanded.	Deprived of Supper.	Bread and Water.	Confined in Penal Cells.	Loss of Remission.	Reduction of Class.	Ball and Chain.	Deprived of Bed.	Corporal Punishment.		Lashes on Hands.	Remarks.
									Lashes awarded.	Lashed inflicted.		
62	3	29	18	3	19	4	4	6	137	23	52	

J. L. BEDSON, *Warden.*

STONY MOUNTAIN, 23rd September, 1880.

No. 5.—RETURN showing number of days remission of Sentence earned by Convicts in the Manitoba Penitentiary, from 1st July, 1879, to 30th June, 1880.

Year.	Number of days earned.	Number of days lost by Misconduct.	Remarks.
1st July, 1879, to 30th June, 1880.....	545½	97½	

J. L. BEDSON, *Warden.*

STONY MOUNTAIN, 23rd September, 1880.

No. 6.—RETURN showing Value of Unproductive Labor performed by Convicts in the Manitoba Penitentiary, from 1st July, 1879, to 30th June, 1880.

Description of Labor.	Number of Days.	Rate per Day.		Total Amount.	Remarks.
		\$	cts.		
Attending stables.....	427	0	50	213 50	
do lime kiln.....	80	0	50	40 00	
do stoves.....	131	0	50	65 50	
Building cottages.....	1,367	0	75	1,025 25	
do school house.....	239	0	75	179 25	
Cooking, baking, &c.....	730	0	50	365 00	
Cutting wood.....	282	0	50	141 00	
Cleaning lamps.....	110	0	50	55 00	
Carpentering.....	80	0	75	60 00	
Cutting, saving, stacking 45 tons of hay.....		8	00	360 00	
Cleaning latrines.....	6	0	50	3 00	
do grounds.....	34	0	50	17 00	
Farm labor.....	117	0	50	58 50	
Garden labor.....	1,044	0	50	522 00	
Horses employed hauling sand, lime and stone	80	3	00	240 00	
Making and repairing clothes—tailor shop.....				115 40	See detail No. 14.
Moving coal to cellar.....	10	0	50	5 00	
Oxen employed hauling sand, lime and water	} 153½	1	50	230 25	
do do stone to kiln.....					
Pumping water.....	300	0	50	150 00	
Public Works Department, labor on drains, &c	81	0	50	40 50	
do do plastering.....	6	0	75	4 50	
Ploughing around hay stacks.....	3	3	00	9 00	To save from prairie fires.
Removing slops, &c.....	190	0	50	95 00	
Shoe shop, making, repairing, &c.....				147 54	See detail No. 14.
Steward's assistant.....	365	0	50	182 50	
Slaughtering cattle.....	30	0	50	15 00	
Ward orderlies.....	404	0	50	202 00	
Washing clothes and bedding.....	163	0	50	81 50	
Horses employed on farm.....	53	3	00	159 00	
45 tons of ice, at per ton.....		7	00	315 00	
700 bushels lime, at per bushel.....		0	25	175 00	
36 lbs. hard soap, at per lb.....		0	08	2 88	
650 lbs. soft soap, at per lb.....		0	05	32 50	
Total.....				5,307 57	

GEO. E. ADSHEAD, *Storekeeper.*
J. L. BEDSON, *Warden.*

STONY MOUNTAIN, 23rd September, 1880.

No. 7.—RETURN showing Distribution of Time at Manitoba Penitentiary during week days in Summer and Winter of 1879-80.

Distribution.	SUMMER.				WINTER.			
	From.	To.	Time.		From.	To.	Time.	
Prisoners rise, wash, dress, &c.....	a.m. 5:50	a.m. 6 00	h.	m.	a.m. 6:20	a.m. 6 30	h.	m.
Labor, going and returning included.....	6:00	7 30	1	30	6:30	7 30	1	00
Breakfast, and in cells.....	7:30	8 30	1	00	7:30	8 30	1	00
		p.m.				p.m.		
Labor, going and returning included.....	8:30	12:30	4	00	8 30	12:30	4	00
	p.m.				p.m.			
Dinner, and in cells.....	12:30	1:00		30	12:30	1 00		30
In school.....	1 00	1:30		30	1:00	1:30		30
Labor, going and returning, included.....	1:30	5:40	4	10	1:30	5:10	3	40
Serving tea, &c., &c.....	5:40	6 00		20	5:10	5:30		20
Total time.....			12	10			11	10
<i>Abstract.</i>								
Hours appropriated to labor, including muster, going and returning.....			9	50			8	50
Hours appropriated to meals and cells during the day.....			1	30			1	30
Hours appropriated to school, &c.....				30				30
Serving tea, &c.....				20				20
Total time.....			12	10			11	10

S. L. BEDSON, *Warden.*

STONY MOUNTAIN, 23rd September, 1880.

No. 8.—RETURN of Cases treated in Hospital in Manitoba Penitentiary from 1st July, 1879, to 30th June, 1880.

Disease.	Remained.	Admitted.	Discharged.	Escaped.	Died.	Remaining.
Abscess.....		1	1			
Bruise.....		3	3			
Colic, Flatulent.....		2	2			
Costiveness.....		1	1			
Chilblain.....		1	1			
Dysentery.....		1	1			
Fever, Intermittent.....		2	2			
Gonorrhœa.....		1	1			
Headache.....		3	3			
Head cold.....		3	3			
Lumbago.....		1	1			
Mania.....	14	7	4	2		15
Pleurisy.....		1	1			
Rheumatism.....		6	6			
Sprain.....		1	1			
Tonsillitis.....		1	1			
Urticaria.....		1	1			

RODERICK MACDONALD, M.D., *Surgeon.*

STONY MOUNTAIN, 23rd September, 1880.

No. 9.—BALANCE Sheet of Manitoba Penitentiary, showing Expenditure and Produce from Farm and Garden, for the Year ended 30th June, 1880.

Expenditure.	Amount.	Produce.	Quantities.	Price.	Amount.
	\$ cts.			\$ cts.	\$ cts.
1161 days labor, at 50c.....	580 50	Asparagus.....	44 bunches...	0 10	4 40
Threshing.....	44 00	Beans.....	11 quarts...	0 05	0 55
Farm Implements.....	164 50	do (seed).....	2½ bushels....	2 00	5 00
Farm and Garden Seeds.....	51 28	do Broad.....	10 quarts.....	0 05	0 50
		Beets.....	102 bunches...	0 05	5 10
		do.....	4 bushels....	0 30	1 20
		Brussels Sprouts.....	150 heads.....	0 03	4 50
		Cabbages.....	50 do.....	0 03	1 50
		Cauliflowers.....	12 do.....	0 15	1 80
		Carrots.....	379 bunches...	0 05	18 95
		do.....	36 bushels....	0 40	14 40
		Celery.....	70 heads.....	0 05	3 50
		Citrons.....	4.....	0 05	0 20
		Corn.....	166.....	0 01	1 66
		Cucumbers.....	81.....	0 03	2 43
		Currants.....	2 quarts.....	0 25	0 50
		Gooseberries.....	3 do.....	0 25	0 75
		Kidney Beans.....	301 do.....	0 05	15 05
		Lettuce.....	193 bunches...	0 05	9 65
		Leeks.....	12 dozen.....	0 05	0 60
		Melons.....	26 heads.....	0 05	1 30
		Mint.....	2 bunches...	0 05	0 10
		Onions.....	433 do.....	0 05	21 65
		Parsnips.....	127 do.....	0 05	6 35
		do.....	7 bushels....	0 40	2 80
		Peas.....	170 quarts.....	0 05	8 50
		Potatoes.....	85 bushels....	0 80	68 00
		Potato Onions.....	2 do.....	2 00	4 00
		Radishes.....	235 bunches...	0 05	11 75
		Radish, Horse.....	16 heads.....	0 01	0 16
		do Spanish.....	11 bunches...	0 05	0 55
		Rhubarb.....	88 do.....	0 10	8 80
		Salsify.....	18 do.....	0 05	0 90
		do.....	180 lbs.....	0 01	1 80
		Spinach.....	85 bunches...	0 05	4 25
		Strawberries.....	8 quarts.....	0 25	2 00
		Tomatoes.....	50 dozen.....	0 10	5 00
		Turnips.....	287 bunches...	0 05	14 35
		do.....	20 bushels....	0 40	8 00
		Vegetable Marrow.....	11 heads.....	0 03	0 33
		Beef.....	163 lbs.....	0 11	18 15
		Lamb.....	101 do.....	0 14	14 14
		Mutton.....	337 do.....	0 12	40 44
		Pork.....	248 do.....	0 10	24 80
		Milk.....	409 galls.....	0 32	130 88
		Hay.....	45 tons.....	8 00	360 00
		Oats.....	516 bushels...	0 45	232 20
		Wheat.....	82 do.....	0 80	65 60
		Glue.....	15 lbs.....	0 10	1 50
		Neatsfoot Oil.....	1 gall.....	1 00	1 00
		Soft Soap.....	650 lbs.....	0 05	32 50
Balance, Cr.....	340 78				
	1,184 04				1,184 04

GEO. E. ADSHEAD, Accountant.

J. L. BEDSON, Warden.

STONY MOUNTAIN, 23rd September, 1880.

No. 10.—SHOEMAKING Department of the Manitoba Penitentiary, in account with the Dominion of Canada, from 1st July, 1879, to 30th June, 1880.

DR.	Amount.	CR.	Amount.
	\$ cts.		\$ cts.
To cost of materials.....	59 12	By Prison work.....	137 54
Balance to Cr.....	106 92	Private work.....	10 00
	166 04	Materials and tools on hand.....	18 50
			166 04

Boots and shoes remaining on hand, 30th June, 1880 :—

7 pairs Wellington boots	\$21 00
6 do Ankle boots.....	15 00
5 do Oxford shoes.....	17 50
	<u>\$53 50</u>

STONY MOUNTAIN, 23rd September, 1880.

GEO. E. ADSHEAD, *Accountant.*
J. L. BEDSON, *Warden.*

No. 11.—STATEMENT showing Revenue of the Manitoba Penitentiary, for the Year ended 30th June, 1880.

DR.	Amount.	CR.	Amount.
	\$ cts.		\$ cts.
To deposit in Merchants Bank, Winnipeg, to the credit of the Receiver-General.....	29 58	By Shoes, convict labor, &c	29 58
Amount refunded by Dominion Government for maintenance of lunatics.....	1,393 78	Amount due for maintenance of lunatics by the Governments of Manitoba, Keewatin and N. W. Territories.....	2,875 80
Balance due Penitentiary.....	1,482 02		
	2,905 38		2,905 38

STONY MOUNTAIN, 23rd September, 1880.

GEO. E. ADSHEAD, *Accountant.*
J. L. BEDSON, *Warden.*

No. 12.—ACCOUNT of sums expended, compared with the sums granted for the Stony Mountain Penitentiary, Manitoba, for the Year ended 30th June, 1880, showing the surplus or deficit upon each sub-head of Vote.

Service.	Grant.	Expenditure.	Expenditure compared with Grant.	
			Less than Granted.	More than Granted.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Staff Salaries—				
1 Warden	1,400 00	1,400 00		
1 Chief Keeper.....	800 00	799 92	0 08	
2 Chaplains	400 00	399 84	0 16	
1 Surgeon	800 00	799 92	0 08	
1 Accountant and Storekeeper	800 00	799 92	0 08	
5 Guards, at \$800 each.....	3,000 00	3,124 96		124 96
1 Steward.....	650 00	649 92	0 08	
Allowance for Trade Instructor.....	220 00	220 00		
1 Messenger and Guard.....	600 00	600 00		
Extra Guard.....		300 00		300 00
Retiring gratuities.....	325 00	313 08	11 92	
Uniforms.....	352 00	393 15		41 15
Maintenance.....	6,567 20	6,696 56	470 64	2,645 51
Working expenses	4,322 00	6,967 51		
Capital Account—Land, &c	200 00	328 51		128 51
Industries.....	50 00	34 90	15 10	
	20,486 20	23,228 19	498 14	3,240 13
Expenditure more than estimated.....				2,741 99

I certify that this account has been examined under my directions and is correct.

J. L. McDOUGALL, *Auditor-General.*

Examined,
JOHN B. SIMPSON.

MANITOBA PENITENTIARY.

No. 13.—Return of Officers of above Penitentiary, at Stony Mountain, 30th June, 1880.

Rank.	Name.	Age.	Where Born.		Religion.	Date of Appointment.	Salary per Annum.
			Town.	Country.			
Warden	J. L. Redson	39	Betley	England	Church of England	23rd May, 1871	\$ 1,400 00
Surgeon	Roderick Macdonald	28	Cornwall	Canada	Roman Catholic	1st Sept., 1877	8 0 00
Chief Keeper	Edward Armstrong	57	Westport	Ireland	Presbyterian	17th July, 1877	800 00
Accountant and Storekeeper	George Ed. Adshead	42	Macclesfield	England	Church of England	14th May, 1871	800 00
Protestant Chaplain	Samuel P. Matheson	28	Red River	Manitoba	do	30th Jan., 1877	200 00
Roman Catholic Chaplain	Father Lacombe	52	Quebec	Canada	Roman Catholic	16th June, 1875	200 00
Steward	Davis Little	40	Marshfield	England	do	8th June, 1875	650 00
Trade Instructor and Guard	Alexander Garvin	41	Wellington	Canada	Presbyterian	1st April, 1878	820 00
Guard	Eneas McDonell	33	Pine Fortune	do	Roman Catholic	21st Sept., 1876	6 0 00
do	William Abbott	28	Montreal	do	Church of England	14th July, 1877	600 00
do	William Mulvany	30	Dublin	Ireland	Roman Catholic	2nd Dec., 1877	600 00
do	Arthur Mannix	37	Cork County	do	Church of England	1st June, 1879	600 00
Messenger and Guard	Thos. Stevens	34	Slough	England	do	14th June, 1880	600 00
Additional Guard	Henry Hall	45	Elm	do	do	29th June, 1880	600 00

J. L. REDSON, Warden.

STONY MOUNTAIN, 23rd September, 1880.

No. 14.—DETAIL of work done in Shoe and Tailors' Shop, of the Manitoba Penitentiary, during the Year ended 30th June, 1880.

Shop.	Distribution.	No.	Rate.	Amount.	Total Amount.	Remarks.
			\$ cts.	\$ cts.	\$ cts.	
Shoe	Boots ½-soled	78	0 75	58 50	147 54	
	do heeled	44	0 40	17 60		
	do patched	66	0 25	16 50		
	do new fronts	26	1 50	39 00		
	4 pairs slippers made	4	1 00	4 00		
	Ox collar	1	1 00	1 00		
	Water barrel hose	1	1 00	1 00		
	Finger stalls	37	0 02	0 74		
	Mocassins repaired	61	.....	6 15	
	Calf muzzle made	1	0 50	0 50		
	Mitts repaired	15	0 10	1 50		
	Cross belt repaired	1	0 25	0 26		
	Harness do .....	.....	.....	0 50
	Bridles do .....	.....	.....	0 20
	Tailors	Summer shirts	27	0 15		4 05	115 40	Refitting & marking.
do caps		17	0 10	1 70		
do trousers		12	0 20	2 40		
do jackets		7	0 20	1 40		
Winter shirts		14	0 15	2 10		
Under shirts		7	0 15	1 05		
Drawers		42	0 20	8 40		
Winter caps		3	0 20	0 60		
do jackets		6	0 75	4 50		
do trousers		13	0 50	6 50		
do vests		4	0 25	1 00		
Braces, pairs		25	0 10	2 50		
Aprons		8	0 10	0 80		
Roller towels		3	0 10	0 30		
Straight jacket		1	.....	1 25	
Cloth mitts, pairs		6	0 10	0 60		
Pilot coats (blue cloth)		2	1 50	3 00		
Officers dress uniform suit		1	.....	6 00	
do serge jacket	2	1 00	2 00			
do do trousers	1	.....	0 75		
Repairing convicts socks and underclothing	99 days	0 50	49 50			
Sundry work .....	.....	.....	15 00	
					262 94	

GEO. E. ADSHEAD, *Storekeeper.*
 J. L. BEDSON, *Warden.*

STONY MOUNTAIN, 23rd September, 1880.

No. 15.—SUMMARY of Amounts due Manitoba Penitentiary, to 30th June, 1880.

	By Whom.	Amount due.
		\$ cts.
Government of Manitoba		1,204 36
do Keewatin		186 66
do N. W. Territories		91 00
		1,482 00

GEO. E. ADSHEAD, *Accountant.*
 J. L. BEDSON, *Warden.*

STONY MOUNTAIN, 23rd September, 1880.

MANITOBA PENITENTIARY.
No. 17.—Return of Officers of above Penitentiary at Stony Mountain, 30th June, 1879.

Rank.	Name.	Age	Where Born.		Religion.	Date of Appointment.	Salary per Annum.
			Town.	Country.			
Warden	J. L. Bedson	37	Betley	England	Church of England	23rd May, 1871	\$ 1,400 00
Surgeon	Roderick Macdonald	27	Cornwall	Canada	Roman Catholic	1st Sept., 1877	800 00
Chief Keeper	Edward Armstrong	56	Westport	Ireland	Presbyterian	17th July, 1877	600 00
Accountant and Storekeeper	George Ed. Ashden	41	Macclesfield	England	Church of England	14th May, 1874	600 00
Protestant Chaplain	Rev. Samuel P. Matheson	27	Red River	Manitoba	do	30th Jan., 1877	200 00
Roman Catholic Chaplain	Rev. J. B. Baudin, O.M.I.	39	Quebec	Canada	Roman Catholic	do	200 00
Steward	Davis Little	40	Marabfield	England	do	8th June, 1875	540 00
Trade Instructor and Guard	Alexander Garvin	32	Wellington	Canada	Presbyterian	1st April, 1878	760 00
Guard	Aeneas D. McDonell	32	Pine Fortune	do	Roman Catholic	21st Sept., 1876	480 00
do	William Abbott	27	Montreal	do	Church of England	14th July, 1877	480 00
do	William Mulvaney	29	Dublin	Ireland	Roman Catholic	2nd Dec., 1877	480 00
do	Arthur Mannix	36	Cork County	do	Church of England	1st June, 1879	480 00
Messenger	Samuel McCormick	26	London	Canada	Wesleyan	20th Sept., 1876	240 00

J. L. BEDSON, Warden.

STONY MOUNTAIN, 9th September, 1879.

DEPARTMENT OF JUSTICE, PENITENTIARIES BRANCH,
ASSISTANT INSPECTOR'S OFFICE, BURRARD INLET, B.C., 20th Sept., 1880.

SIR,—I have the honor to submit my second Annual Report on the state of the British Columbia Penitentiary, and with it the reports to me of the Warden, Surgeon, Chaplains and Schoolmaster, together with the usual statistical returns compiled by the Accountant.

From the periodical inspections which it has been my duty to make during the past year, I am satisfied that the Penitentiary has been kept in a thoroughly clean condition, and that due economy has been exercised in the expenditure of public money. During the past year the convicts have been employed in the clearing up of the land, which its wild condition necessitated, and the whole force of the convicts has been, therefore, thus employed instead of being partially engaged in manufactures, the sale of which might have reduced the cost of maintenance. This outside work can only be performed in the summer season. During the inclement weather last winter the convicts, for want of a proper building wherein they might have been employed breaking stone or doing similar work, were confined within the main building in complete idleness. Any kind of a close shed would answer the purpose, and it is to be hoped that the coming winter will not find the institution in want of this accommodation.

The building, proper, is now in a much drier condition than it was last year. This is due to the very effective drains which the Deputy Warden, Mr. Fitzsimmons, with the consent of the Warden, had placed around the edifice. Some shrinkage and settling of the walls have taken place. These are quite noticeable in the upper range of cells and in the arched brick ceiling of the womens' ward, which, I am thankful to say, is still untenanted.

In the Surgeon's report you will observe that that attentive officer has complained of the absence of an infirmary ward. This, although only casually referred to by the Medical Officer, demands serious consideration. The present system of attending to and treating sick convicts in the ordinary cells is a most pernicious one. It is not only prejudicial to the convalescence of the sick, but it is also deleterious to the health of those who are well. In the case of Indians suffering from scrofula, attended by foul and open sores, the atmosphere is rendered unbearable, and some sort of infirmary ought to be provided for such cases. A free and healthy atmosphere is as indispensable to the sleeping cells of those who are confined in the firm restraint of the law as it is to the suffering patient of an hospital. The noise and bustle during meal time and the tramping of the convicts to and from their work must, in some cases, prove injurious, and in critical cases, highly dangerous to the life of the invalid. In any case the noise is offensive and irritating to those whose nervous system and accustomed placidity have been disturbed by the pain, suffering, and impression of disease. In saying so much, I feel that I have touched somewhat upon the duties of the Medical Officer; but the importance of the subject, and my earnest desire to see a better state of things inaugurated must be my apology for this professional trespass. I know that I have only to call your attention to this matter to enlist your sympathy and official assistance in obtaining the required accommodation. The sick should all be isolated, even if it were on the score of discipline. The outbreak of any contagious disease would be followed by very calamitous results, and then the wisdom of the old proverb, "Have not thy coat to mend when it begins to rain," would be amply verified.

The Roman Catholic chapel has had the alterations made which were asked for by the Roman Catholic Chaplain, and to whose satisfaction I think it is now fitted up.

The Protestant chapel, upon which there has been little or no outlay, ought now to claim some consideration at the hands of the Government. The Chaplain has expressed to me a desire for a small organ to assist in Divine worship, and I would most respectfully and strongly recommend that his desire be gratified.

The School, which was but indifferently attended to during my first year of office, is now on a more satisfactory footing, under the tuition of the Accountant, and the occasional supervision of the Protestant Chaplain, a zealous friend of education.

The Library requires some additions. As the volumes have been so few, the reading matter is now exhausted.

The grounds about the reserve have been cleared, the rubbish, ferns and stumps taken out and burnt. Drains of an extensive, useful and efficient character have been made through the greater part of the grounds. These improvements represent a great amount of work, and reflect credit upon the Deputy Warden, under whose immediate supervision they have been planned and carried out.

I regret being compelled to report that the conduct of the convicts during the past year has not been so good as heretofore. Some of them have manifested a rebellious spirit and an inclination to resist authority and discipline, carping at trifles, and making complaints on the most trivial grounds.

There have been five attempts at escape during the year. The results of the investigations which I have held have, in three cases, led me to believe that they were due to relaxed vigilance on the part of the guards in charge. It will be admitted that carelessness and inattention are no arguments in favor of the erection of stone walls to relieve the officer of the responsibility of his charge. By some it may be argued that dismissal should immediately follow a laxity of vigilance; but, on the other hand, it has been asserted, and with a considerable amount of truth, that the experience will be a lesson, and that it, together with a suitable reprimand, will make one who has been remiss a more efficient officer for the future. Indeed, it has proved so in this institution.

Increased Penitentiary accommodation must, at no distant day, engage the attention of the Government. The large influx of strangers consequent upon railway construction, among whom are a large number of the Sand Lot class of San Francisco, will add to the number of serious cases at the regular assizes. To these may be added a large illegitimate half-breed population who are just approaching manhood.

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

W. WYMOND WALKEM, *Assistant Inspector.*

JAS. G. MOYLAN, Esq., Inspector of Penitentiaries.

BRITISH COLUMBIA PENITENTIARY.

ANNUAL REPORTS AND RETURNS 30TH JUNE, 1880.

BRITISH COLUMBIA PENITENTIARY, 1st July, 1880.

SIR,—I have the honor to submit my second Report of the management of the British Columbia Penitentiary, for the fiscal year 1879-80.

There remained in this Penitentiary on the 30th June, 1879, 30 convicts; received since from Common Gaols, 10; Total, 40.

Discharged during the year by expiration of sentence, 3; by death, 2; by escape, 2; which left remaining in this Penitentiary at midnight, on 30th June, 1880, 33 convicts.

As in the last year the men have been employed in clearing land, taking out stumps, blasting rocks, and generally preparing for a farm.

A crop of vegetables were grown last season which has fully met the requirements of the Penitentiary for the whole year, both for food and seed, and left a small surplus which has been sold.

The carpenters have been employed in fencing and doing repairs in the building. A lot of the old buildings erected by the engineers have been collected and repaired, and now form a very good stable and barn. There still exists a great necessity for a large workshop where the men might be employed in wet weather, as during an

average of three months a year the rain interferes with outside labor and much time is therefore lost.

There has been five attempts at escape during the year, two of which proved successful, the other three men were brought back by the guards.

The Babcock Fire Extinguishers, sent by the Public Works Department, have supplied a much felt want. I have also received from the same Department 600 feet of hose for use in the Penitentiary.

It would be a great convenience if quarters were built for the married officers, the steward resides in town about a mile and a half from the Penitentiary, and the houses occupied by the two married guards are in a wretched condition, one of them is a small detached building belonging to the old Government House, it was cold and uncomfortable last winter and is not worth repairing. A short distance from the Penitentiary there is a very suitable piece of ground for building the necessary houses, and the work can be done entirely by convict labor.

On the 29th April last I received from Mr. Pearse, Resident Engineer, a telegram requesting to know who occupied the Government House, and if I was receiving rent for it on account of the Penitentiary, it was then and is yet without a tenant. The grounds were left open to the public, consequently the place was being destroyed, so I have taken it upon myself to nail up the large gate which opens on the public road. Although since answering Mr. Pearse's message, I have heard no more about the affair. The back gate opens on the Penitentiary ground, which is this year under crop, and by having the large gate left open our whole crop would be in danger of being destroyed by cattle as the fences around Government House are very old and insecure.

The general behaviour of the convicts for the year has not been so good as I would desire owing to the class of men received during that time being of a worse order than usual. Still discipline has been well carried out, for which I have many reasons to thank Mr. James Fitzsimmons, late Chief Keeper and now Deputy Warden. He is thoroughly practical and experienced in every branch of the department that has come under his care.

I wish to mention that in July last I received a visit from Mr. Compton, Dominion Arbitrator, and again in September. On both occasions I received from him much kindly and valuable advice.

I enclose the usual returns with reports from the Surgeon, Chaplains and Schoolmaster.

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

ARTHUR H. McBRIDE, *Warden.*

JAS. G. MOYLAN, Esq., Inspector of Penitentiaries.

PROTESTANT CHAPLAIN'S REPORT.

NEW WESTMINSTER PENITENTIARY, 1st July, 1880.

SIR,—I have to report that I have regularly attended to my duties as Protestant Chaplain for the past twelve months, and I hope with beneficial results. The order and attention of the convicts have been as good as can be expected. Nothing of importance has taken place in connection with my duties, and I need not lengthen this Report by repeating details which will be found in the reports of other officers.

I have great pleasure in acknowledging the courtesy of the Warden and officers throughout the year.

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

ROBERT JAMIESON, *Protestant Chaplain.*

JAS. G. MOYLAN, Esq.,
Inspector of Penitentiaries.

CATHOLIC CHAPLAIN'S REPORT.

NEW WESTMINSTER PENITENTIARY, 29th July, 1880.

SIR,—I have the honor to submit to you my Annual Report of the New Westminster Penitentiary. During the past year very little has occurred calling for special notice in this Report. You will see from undermentioned statement there has been a small increase in the number of Catholic convicts. The health of the institution has been good this year as heretofore, we have again to thank Almighty God for exemption from anything very serious in the way of sickness. The convicts have evinced a willingness to hear and been attentive to the instructions they have received. The cleanliness of the establishment, which is a very important preservative against sickness, has been well attended to; the convicts' cells in particular have been kept remarkably clean and neat. Before concluding this Report I think it my duty to call the special attention of the Government to the fact that although nearly two years have elapsed since the opening of the Penitentiary, there is as yet no *suitable fence* made around the grounds. The natural consequences were several attempts (some of them have been successful) at escape, great trouble and hardships to try and bring back the deserters, unnecessary punishments obliged to be inflicted on them when found, and blame, misunderstandings and confusion amongst the officers. For my part, I do not see how blame can, with justice, be imputed to any officer for an escape as long as the Penitentiary is not fenced in by a suitable stone or brick wall.

Number of Catholic convicts in Penitentiary, 30th June, 1879.	15
Admitted during the year.....	8
	23
Deaths during the year.....	2
Escapes do do	1
	3
In Penitentiary, 1st July, 1880.....	20
No. of Whites.	8
Chinese... ..	8
Indians... ..	5
Half-breeds	2
	23

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

EDWARD M. I. HORRIS, *Catholic Chaplain.*

JAS. G. MOYLAN, Esq., Inspector of Penitentiaries.

BRITISH COLUMBIA PENITENTIARY, 1st July, 1880.

SIR,—I have to report an improved condition of health among the convicts in this prison during the year just ended.

By the care and watchfulness of the Warden and his officers the sanitary state of the building has been maintained at as high a degree of excellence as possible.

I regret to say that as yet a suitable surgery, with medical and surgical appliances, has not been provided; and I may add that the want of a proper infirmary ward has been greatly felt. Convicts in hospital having to be confined to and treated in the ordinary cells. It is to be hoped that steps will be taken to remedy these defects.

I beg to enclose the statistical tables for the year, and to express my thanks for the assistance kindly given to me by the officers of the prison.

I am, Sir, your obedient servant,

C. NEWLAND TREW, M.D., *Surgeon.*

JAS. G. MOYLAN, Esq., Inspector of Penitentiaries.

RETURN of Sick treated in Hospital at the British Columbia Penitentiary during the Year ending on 30th June, 1880.

Diseases.	Remained.	Admitted.	Died.	Discharged.	Remaining.	Remarks.	
Accidents—							
Crushed thumb.....		1		1		Under temporary insanity.	
Scalded wrist.....		1		1			
Castration (self inflicted).....		1	1				
Dyspepsia.....		1		1			
Furunculus.....	1	1		2			
Heart enlargement.....		1		1		Same convict re-admitted.	
do palpitation.....		1		1			
Hæmorrhoids.....		2		2			
Hernia.....		1		1			
Influenza.....		7		7			
Mental debility.....		3		3			
Neuralgia.....		1		1			
Phthisis.....	1	1	1	1			
Quinsy.....		2		2			
Sarcocele.....		1		1			
Stricture.....		1		1			
Serofula.....		1			1		
Vertigo.....		1			1		
Total	2	28	2	26	2		

C. NEWLAND TREW, M.D., *Surgeon.*

B.C. PENITENTIARY, 1st July, 1880.

Medical Statistics for Year ending 30th June, 1880.

1. Percentage in good health on admission during year, .60.
2. " average " " " .30.
3. " bad " " " .10.
4. " insane " " " none.
- " good " discharge " .80.
- " average " " " .20.
- " bad " " " none.
- " insane during confinement, .05.
- " of deaths, .05.

Average daily sick, 2.

Percentage sick, .05.

" of accidents, .05.

Per capita cost for medical attendance, \$12.50.

" " hospital and medicine 1.60.

Amount of daily food of convict, showing weight of bread, meat, vegetables, &c., and liquid.
 Percentage of infirm, cripples, blind, &c., none.
 Estimated percentage of weak-minded convicts (not actually insane), .025.
 Percentage of epileptics, none.
 " scrofulous, .025.
 " consumptive, .05.
 Condition of drains and system, good.*
 " ventilation " fair.
 " water supply " good.

BRITISH COLUMBIA PENITENTIARY, 1st July, 1880.

SIR,—I have the honor to submit to you my Report on the School.

The average daily attendance has been 16.

The branches taught have been reading, spelling, writing, arithmetic and geography.

The convicts who attend the school have conducted themselves well, and have taken much interest in their work, and their progress has, as a consequence, been very satisfactory.

I have received assistance from the Rev. Mr. Jamieson, who has taken an interest in the work and helped me with his advice.

The library has been properly attended to during the year. The changes of books have been numerous.

Some new books are much wanted. Our library is so small (113 volumes) that it has been read through by several of the convicts.

The books are in good repair.

I am, Sir, your obedient servant,

W. HENRY FALDING, *Schoolmaster.*

JAS. G. MOYLAN, Esq., Inspector of Penitentiaries.

Duplicate for Department.

No. 5628—\$50.50.

BANK OF BRITISH COLUMBIA,

NEW WESTMINSTER, 21st July, 1880.

Received from W. H. Falding, Accountant of British Columbia Penitentiary, at New Westminster, the sum of fifty dollars and fifty cents, to be placed to the credit of the Receiver-General of Canada, at Victoria, on account of cash from the Farm Revenue.

Signed in triplicate,

J. B. FISHER, *Agent.*

Entered

J. B. F., *Accountant.*

* Much improved by convict labor during the year. In main building still defective.

REVENUE.

The Dominion of Canada in account with the British Columbia Penitentiary.

1880.	DR.	Amount.	1880.	CR.	Amount.
June 30	To deposit to credit of Receiver-General, at Bank of British Columbia.....	\$ cts. 50 50	June 30	By Farm.....	\$ cts. 50 50
		50 50			50 50

W. HENRY FALDING, *Accountant.*

Debts owing to the Penitentiary as on 30th June, 1880 :—

Good debt..... \$4 50

B. C. PENITENTIARY, July, 1880.

NOMINAL List of Officers employed in the British Columbia Penitentiary, as on 30th June, 1880, giving rank, rate of pay, age, and date of appointment.

Name.	Rank.	Salary.	Age.	Date of Appointment.
		\$ cts.		
Arthur H. McBride.....	Warden	1,200 00	45	May 16th, 1878.
James Fitzsimmons	Deputy Warden.....	800 00	40	August 12th, 1878.
Chas. N. Trew.....	Surgeon.....	500 00	41	do 9th, 1878.
W. H. Falding.....	Accountant and Storekeeper...	300 00	22	do 9th, 1878.
Rev. R. Jamieson.....	Protestant Chaplain.....	200 00	49	January 4th, 1879.
Rev. E. M. I. Hennis.....	Catholic do	200 00	49	Sept. 27th, 1878.
Wm. Howay.....	Steward.....	650 00	41	May 19th, 1880.
John Wiggins.....	Guard.....	600 00	40	Sept. 25th, 1878.
John Devoy.....	do	600 00	44	do 27th, 1878.
James Fitzgerald.....	do	600 00	39	April 15th, 1879.
Henry Kehoe.....	do	600 00	39	Sept. 27th, 1878.
Patrick Smyth.....	do and Teamster.....	600 00	37	Feb. 21st, 1879.
Jonathan Morey.....	Messenger.....	600 00	56	Sept. 3rd, 1878.

FARM in account with British Columbia Penitentiary, for the Fiscal Year ending 30th June, 1880.

DR.			CR.			
Description.	\$	cts.	Description.	Quantities.	\$	cts.
To 495 days convict labor, at 50c.....	247	50	By Potatoes	20,500 lbs	410	00
73 days horse labor, at \$1.50.....	109	50	Turnips	14,440 do	280	00
Seeds	31	40	Carrots.....	7,300 do	146	00
Implements.....	38	2	Beets.....	2,550 do	51	00
Purchase of pigs.....	4	00	Parsnips.....	450 do	9	00
Pigs feed from dining hall.....	8	60	Onions.....	1,100 do	33	00
Salary of Guard per 6 months.....	300	00	Peas.....	1,300 do	32	50
		739 25	Beans.....	165 do	4	12
			Oats.....	10,000 do	125	00
			Mangel Wurtzel.....	1,660 do	33	20
			Cabbage.....	630 heads.....	63	00
			Cauliflowers.....	32 do	3	20
			Curly Kail.....	310 do	9	30
			Corn.....	50 doz	7	50
			Radish.....	200 bunches.....	10	00
			Lettuce.....	300 do	15	00
			Spinach.....	75 do	3	75
			Parsley.....	150 do	7	50
			Oat Straw.....	6½ tons	65	00
			Pea do.....	1½ do	17	00
			Manure.....	200 loads.....	60	00
			Pork.....	392 lbs	49	00
Balance		704 82				
		1,434 07				1,434 07

RETURN showing the Movement of Prisoners in British Columbia Penitentiary from 1st July, 1879, to 30th June, 1880.

Distribution.	Prisoners.			Remarks.
	Male.	Female.	Total.	
Remaining at midnight, 30th June, 1879.....	30	.....	30	
Admissions during the year.....	10	.....	10	
Total.....	40	.....	40	
Discharged by expiration of sentence.....	3	.....	3	
Escaped.....	2	.....	2	
Died.....	2	.....	2	
Total.....	7	.....	7	
Remaining, 30th June, 1880.....	33	.....	33	

RETURN of Remission earned by Convicts in British Columbia Penitentiary in the Year ending 30th June, 1880.

No.		Number of Days.	Remarks.
13	Convict earned	60	
2	do	59	
1	do	56	
2	do	58	
2	do	52	
1	do	51	
1	do	50	
1	do	48	Discharged.
1	do	44	
1	do	45½	
1	do	42	Escaped.
1	do	35	Discharged.
1	do	27	
1	do	22	
2	do	17½	
1	do	10	Discharged.
1	do	7	Died.
1	do	2	
1	do		Escaped.
1	do		Died.
4	do		

RETURN showing Value of Labor performed by Convicts in British Columbia Penitentiary from 1st July, 1879, to 30th June, 1880.

Description of Labor.	Number of Days.	Rate per Day.	Total Amount.	Remarks.
Farm.....	2,066	\$ 0 50	1,033 00	
Carpentering	401	0 50	200 00	
Blacksmithing.....	137	0 50	68 50	
Housework.....	1,648	0 50	824 00	
Tailoring.....	20	0 50	10 00	
Whitewashing.....	217	0 50	108 00	
Washing clothing.....	315	0 50	157 00	
Mending clothing.....	145	0 50	72 50	
Making drains	489	0 50	244 50	
Grading.....	699	0 50	349 50	
Making roads.....	138	0 50	69 00	
Teaming.....	44	0 50	22 00	
Cooking.....	606	0 50	303 00	
Plastering.....	13	0 50	6 50	
Orderly.....	283	0 50	141 50	
Repairing old buildings.....	202	0 50	101 00	
Underpinning old buildings.....	116	0 50	58 00	
Moving old buildings.....	96	0 50	48 00	
Making sour krout.....	6	0 50	3 00	
Cleaning coal cellar.....	15	0 50	7 50	
Blasting	1	0 50	0 50	
Sorting crops	44	0 50	22 00	
Painting.....	10	0 50	5 00	
Tinwork, brazing, &c.....	24	0 50	12 00	
Shovelling snow.....	13	0 50	6 50	
Building chimney, blacksmith shop...	10	0 50	5 00	
Paving piggery.....	10	0 50	5 00	
Horses employed on farm.....	264	1 50	396 00	Total convict labor
do hauling lumber.....	6	1 50	9 00	\$3,884.00.
do coal.....	24	1 50	36 00	
do to and from town	10	1 50	15 00	Total horse labor \$456.00.

RETURN of Convicts who have died in British Columbia Penitentiary during the Year ending 30th June, 1880, with Crime and Place of Conviction.

No.	Name.	Crime.	Place.
1	Leo (an Indian)	Murder.....	Nanaimo, V.I.....
2	Ah Woon (a Chinaman).....	Wounding with intent to do bodily harm.....	do

RETURN showing the Number of Escapes and Recaptures during the Year ending 30th June, 1880.

Date.	Escapes.	Recaptured.	Name.	Crime.	Place.	Remarks.
July 9..	1	.....	James Good	Assault.....	New Westminster.....	
March 13..	1	1	John Steele.....	Rape.....	Victoria	
April 10..	1	.....	Store Jim.....	Assault.....	New Westminster.....	Indian.
June 9..	1	1	Geo. Alep.....	Larceny.....	Victoria	
do 9..	1	1	Isaac Verlin.....	Shooting with intent	do	Mulatto.

SUMMARY of Punishments awarded to the Convicts in the British Columbia Penitentiary from 1st July, 1879, to 30th June, 1880.

Number Admonished.	Number deprived of Bed.	Number in Solitary Cell.	Number who had bread & water for a time.	Number who lost part of Remission.	Number deprived of Lamp.	Number chained.	Corporal Punishment.	
							Lashes Awarded.	Lashes Inflicted.
10	1	7	12	7	11	7	6	.....

CRIMINAL Statistics, British Columbia, for the Year ending 30th June, 1880.

Description.	No.	Total.	Description.	No.	Total.
<i>Race.</i>			<i>Religion.</i>		
White.....	4	10	Catholic.....	2	10
Colored.....	1		Protestant.....	3	
China.....	5		No religion.....	5	
<i>Marital.</i>			<i>Occupation.</i>		
Single.....	5	10	Laborers.....	6	10
Married.....	5		Cook.....	1	
<i>Age.</i>			Fisherman.....	1	
Under 20.....	1	10	Brickmaker.....	1	
From 20 to 30.....	2		Trunkmaker.....	1	
do 30 to 40.....	7		<i>Crime.</i>		
<i>Moral Habits.</i>			Wounding with intent to do bodily harm.....	4	10
Temperate.....	10	Shooting do do.....	1		
<i>Country.</i>			Cutting and wounding.....	1	
England.....	1	10	Larceny.....	3	
United States.....	1		Receiving stolen goods.....	1	
West Indies.....	1		<i>Sentence.</i>		
Greece.....	1		2 years.....	1	
Vancouver Island.....	1		3 do.....	8	
China.....	5	7 do.....	1		
<i>Court at which Prisoners were tried.</i>			General Assizes.....	10	

MESSAGE

(66)

LORNE.

The Governor General transmits to the House of Commons, copy of the Correspondence on the subject of the Gratuitous Transfer, from the Imperial to the Canadian Government, of Her Majesty's Steam Corvett "Charybdis" for Training School Purposes.

Government House, Ottawa 3rd February, 1881.

Copy of correspondence, &c., respecting the transfer from the Imperial Government to the Canadian Government, of Her Majesty's corvette "Charybdis" for the purposes of a training ship.

DEPARTMENT OF MARINE AND FISHERIES, 18th January, 1881.

CONTENTS.

1. Copy despatch, dated 8th October, 1880—Governor General to Secretary of State for the Colonies.
2. Copy despatch, dated 26th October, 1880—Under-Secretary of State to Minister of Militia, transmitting copy of cablegram from High Commissioner of Canada, London, and copy of Minister's reply.
3. Copy telegram, dated 28th October, 1880—Secretary of State for the Colonies to the Governor General.
4. Copy telegram, dated 28th October, 1880—Governor General to Secretary of State for the Colonies.
5. Copy cablegrams, dated 28th October, 1880—From High Commissioner of Canada also copy telegram, dated 4th November, 1880—Minister of Marine to Captain Scott.
6. Copy despatch, dated 28th October, 1880—Secretary of State for the Colonies to the Governor General enclosing copy correspondence with the Lords Commissioners of the Admiralty.
7. Copy letter, dated 2nd November, 1880—Minister of Marine to Captain Scott.
8. Copy letter, dated 5th November, 1880—Captain Scott to Minister of Marine.
9. Copy Order in Council, dated 5th November, 1880, authorizing issue of a warrant for \$5,000 to provide for necessary expenses bringing out "Charybdis."
10. Copy despatch, dated 8th November, 1880—Governor General to Secretary of State for the Colonies.
11. Copy despatch, dated 15th November, 1880—Secretary of State for the Colonies to Governor General, enclosing copy of further correspondence with Admiralty.
12. Copy paraphrase of cable despatch, dated 16th November, 1880—From Secretary of State for the Colonies to Governor General.
13. Copy letter, dated 16th November, 1880—Under-Secretary of State to Minister of Marine, transmitting copies of despatches from the High Commissioner of Canada, and also copy of a letter from him to Secretary of the Admiralty.
14. Copy letter, dated 22nd November, 1880—Under-Secretary of State to Minister of Marine, transmitting copy of despatch from the High Commissioner of Canada.
15. Copy despatch, dated 23rd November, 1880—Governor General to Secretary of State for the Colonies.

16. Copy Order in Council, dated 2nd November, 1880, recommending that thanks of Government be conveyed to Her Majesty's Government for the gift of the "Charybdis."
17. Copy letter, dated 24th November, 1880—Captain Scott, Devonport, to Minister of Marine.
18. Copy Order in Council, dated 30th November, 1880, authorizing issue of a warrant for a further sum of \$5,000.
19. Copy letter, dated 2nd December, 1880—High Commissioner of Canada to Minister of Marine.
20. Copy letter, dated 5th December, 1880—Captain Scott to Minister of Marine.
21. Copy letter, dated 8th December, 1880—Captain Scott to Minister of Marine.
22. Copy letter, dated 11th December, 1880—Acting Deputy Minister of Militia to Deputy Minister of Marine, enclosing letter received from High Commissioner of Canada.
23. Copy letter, dated 11th December, 1880—Under-Secretary of State to Minister of Marine, transmitting copy of despatch from the High Commissioner of Canada.
24. Copy letter, dated 16th December, 1880—Under-Secretary of State to Minister of Marine, transmitting copies of despatches with enclosures relating to the docking and stores of "Charybdis."
25. Copy letter, dated 22nd December, 1880—Captain Scott to Deputy Minister of Marine.
26. Copy letter, dated 1st January, 1881—Captain Scott to Minister of Marine, transmitting Mr. Barbour's report on boilers of "Charybdis."
27. Copy letter, dated 5th January, 1881—Captain Scott to Deputy Minister of Marine.

The Marquis of Lorne to the Earl of Kimberley.

OFFICE OF THE GOVERNOR GENERAL'S SECRETARY,

No. 1.

OTTAWA, 8th October, 1880.

MY LORD,—I have the honor to inform you that finding the Dominion Government would not be averse to the institution of a ship for training purposes, should the Imperial Government be able to grant a vessel, I communicated with the First Lord of the Admiralty privately on the subject, and I am informed that should the Treasury agree their Lordships are willing to give the "Charybdis."

The Dominion Government desire to have the vessel handed over all standing, and will send Captain Scott, late of the Royal Navy, to take charge.

I would therefore request that you will move the Lords of the Admiralty to inform me, through the Colonial Office, by telegram, when that officer should be at Devonport for this purpose.

I shall in a day or two send a copy of the Order in Council passed on the subject, and as the Dominion Government, in expressing their gratitude, enquire whether the guns on board may be transferred with the vessel, I have the honor to request that any armament on board which can be spared may be included in the gift.

I have, etc.,
LORNE.

The Right Hon. the Earl of Kimberley,
&c., &c., &c.

No. 2.

OTTAWA, 26th October, 1880.

SIR,—I am directed to transmit to you herewith, for your information, a copy of a cable message from the High Commissioner for Canada, reporting that the ship "Charybdis" is ready to be transferred by the Admiralty to this Government.

I have, etc.,

EDWARD J. LANGEVIN,

The Hon. Sir A. CAMPBELL, K.C.M.G.,
Minister of Militia and Defence.

Under Secretary of State.

Telegram from Sir A. T. Galt to the Hon. the Secretary of State.

LONDON, 25th October, 1880.

Admiralty say "Charybdis" arrived Devonport; are ready to transfer ship, and ask for agent to receive her. Cable instructions.

GALT, London.

The Under Secretary of State,
Ottawa, Canada.

Telegram from Sir A. Campbell to Sir A. T. Galt.

OTTAWA, 26th October, 1880.

Pray arrange with Admiralty some agent to receive "Charybdis" and take charge of her until arrival of Captain Scott, of our service, who has been despatched to bring her out.

CAMPBELL.

Copy of telegram from the Earl of Kimberley to Governor General.

No. 3.

28th OCTOBER, 1880.

The Man of War "Charybdis" is lent to the Dominion of Canada as long as she may be needed by them. It is necessary that Captain Scott leave as soon as possible as vessel will be paid off at Devenport about the ninth of November; am sending full particulars.

KIMBERLEY.

Copy of telegram to the Earl of Kimberley from Governor General.

No. 4.

28th OCTOBER, 1880.

I understand your telegram to read that "Charybdis" is only lent. In my opinion the Government of Canada will not incur such expense except the vessel is sent us as a gift, not as a loan.

LORNE.

Telegrams from Mr. Bernard, London, to Sir A. Campbell, Ottawa.

No. 5.

OTTAWA, 28th October, 1880.

I learn, privately, that "Charybdis" will not be paid off for fortnight.

BERNARD, London.

OTTAWA, 2nd November, 1880.

Admiralty will take charge of "Charybdis" until Scott arrives.

BERNARD.

Telegram from James C. Pope to Captain Scott, R.N., Marine Department, Halifax.

PRIVY COUNCIL, CANADA, OTTAWA, 4th Nov., 1880.

Undecided yet as to destination of "Charybdis." You will be further instructed.

JAMES C. POPE.

Colonial Office to the Governor General.

No. 6.

DOWNING STREET, 28th October, 1880.

MY LORD,—I have the honor to acknowledge the receipt of your despatch of the 8th instant, and to transmit to you, to be laid before your Government, the accompanying copy of a correspondence with the Lords Commissioners of the Admiralty on the subject of the proposed transfer of the "Charybdis" to Canada, for the purpose of a training ship.

The necessary communications will be made to the War Department, as well as to the Acting High Commissioner for Canada, in accordance with the suggestions contained in the last two paragraphs of the Admiralty's letter of this day's date.

I have, &c.,

KIMBERLY.

Governor General, the Right Honorable

The MARQUIS OF LORNE, K.T., G.C.M.G., &c., &c.

The Admiralty to the Colonial Office.

ADMIRALTY, S.W., 22nd October, 1880.

SIR,—I am commanded by my Lords Commissioners of the Admiralty to forward to you, for the information of the Secretary of State for the Colonies, the enclosed copies of correspondence between the Marquis of Lorne and the First Lord of the Admiralty, respecting the loan of a vessel to the Government of Canada as a training ship, and a copy of a letter asking the sanction of the Treasury to the "Charybdis" being lent for that purpose.

2nd. I am further to acquaint you, for the information of the Secretary of State, that the Treasury have assented to this arrangement, and that the "Charybdis" having arrived at Devonport, it is very desirable that arrangements should *at once* be made to hand her over to the Agent the Canadian Government may appoint.

3rd. My Lords will therefore be glad to learn the name of the gentleman, and whether he has been furnished with full authority from the Dominion Government.

4th. I am to request that you will call the particular attention of the Secretary of State to the proposed conditions of loan, and especially to paragraph four of the letter to the Treasury stating that all extra stores which may be required are to be supplied, and any repairs that may be necessary for the voyage, are to be made at the risk and expense of the Dominion Government.

I am, &c.,

ROBERT HALL.

The Under Secretary of State for the Colonies.

From First Lord of the Admiralty to the Marquis of Lorne.

OTTAWA, 4th October, 1880.

Your letter of 22nd August. "Charybdis" old type, flush deck, steam corvette, daily expected from China, might suit you. She could either be paid off all standing, and handed over at Devonport in present condition, free of expense, if Treasury agree to Dominion Government to navigate to Halifax at their expense, or it would cost about £3,000 to remove machinery and prepare her for your purposes as a sailing ship. We could do this for you at charge of Dominion Government.

Please cable reply if you accept, stating which alternative is preferred.

To First Lord of the Admiralty, London.

OTTAWA, 7th October, 1880.

Thanks for support. Ministers promise definite reply to-morrow.

LORNE.

To First Lord of the Admiralty, London.

OTTAWA, 8th October, 1880.

"Charybdis" accepted with thanks all standing. An officer will be sent to take charge.

LORNE.

The Admiralty to the Treasury.

11th October, 1880.

SIR,—I am commanded by my Lords Commissioners of the Admiralty, to acquaint you for the information of the Lords Commissioners of Her Majesty's Treasury, that the Governor General of Canada has been in communication with the First Lord, relative to the establishment of a training ship at Quebec or Halifax.

2. My lords have intimated that to fit out an old ship would entail considerable expense; but at the present time an opportunity presents itself of meeting the wishes of the Dominion Government without any actual expense being incurred by the navy.

3. Her Majesty's ship "Charybdis," old type of corvette, is daily expected to arrive in England from China after $7\frac{1}{2}$ years' absence. The ship is not of a type worth the heavy expense necessary to re-fit her for another commission. She would, however, be suitable for the purposes of the Dominion Government. Under these circumstances, my lords request the sanction of their lordships of the Treasury, to lending her to the Dominion Government after being paid off at Devonport, exactly in her present condition as she stands complete, with all fittings, fixtures and unconsumable stores, similar to what was done in the case of the "Nelson" lent to the colony of Victoria in 1867.

The ordnance and ordnance stores belonging to the War Department will be landed.

4. All extra stores which may be required, as well as any repairs, if necessary, for the voyage, to be at the risk and expense of the Dominion Government.

5. The Governor General has telegraphed that he is prepared to accept the ship under these conditions and to send an officer to take charge of the ship.

6. In order to hand over the ship as proposed, it is necessary to take steps, immediately on her arrival, before any expense is incurred in dismantling her. My lords, therefore, will be glad to be favored with the decision of the Treasury as soon as possible.

7. Copies of the Governor General's letter to the First Lord, and the telegrams which have passed are transmitted in order that the aspect of the case may be clearly understood.

I am, &c.,

ROBERT HALL.

The Secretary to H.M.'s Treasury.

Copy of a Letter from the Admiralty to the Colonial Office.

(Immediate.)

ADMIRALTY, 25th October, 1880,

SIR,—With reference to my letter of the 22nd instant, relative to the transfer of H.M.S. "Charybdis," to the Government of the Dominion of Canada, I am com-

manded by my Lords Commissioners of the Admiralty, to request that you will state to the Earl of Kimberly that reference having been made to the Department of the Agent-General of the Dominion, it appears that no instructions have yet been received on the subject, my Lords would therefore request that the said Department may be asked to telegraph to Ottawa, stating that the "Charybdis" has arrived at Devonport, and that their Lordships are ready to hand over the ship in her present condition to such agent as may be deputed by the Dominion Government to receive her, under the conditions previously enumerated.

I am, &c.,

ROBERT HALL.

The Under Secretary of State, Colonial Office.

The Colonial Office to the Admiralty.

DOWNING STREET, 26th October, 1880.

SIR,—I am directed by the Earl of Kimberly to acknowledge the receipt of your letter of the 25th instant, relative to the transfer of the "Charybdis" to the Dominion Government, and I am to request that you will state to the Lords Commissioners of the Admiralty that Lord Kimberly will defer telegraphing to Canada until he receives a reply to the letter from this Department of this day's date.

I am, &c.,

EDWARD WINGFIELD.

The Secretary of the Admiralty.

The Colonial Office to the Admiralty.

(Immediate.)

DOWNING STREET, 26th October, 1880.

SIR,—I am directed by the Earl of Kimberly to acknowledge the receipt of your letter of the 22nd instant, enclosing copies of a correspondence with the Governor General of Canada and the Lords Commissioners of the Treasury, relative to the transfer of the "Charybdis" to the Dominion Government.

2. In reply I am to transfer to you a copy of a despatch from the Governor General, recently received in this Department, on the subject, and I am to state that Lord Kimberly proposes to forward to Canada, by the mail of Thursday next, a copy of your letter together with any additional directions which their Lordships may desire to have communicated in reply to that despatch.

3. It will be observed that the Marquis of Lorne speaks of the vessel as a gift, whereas your letter proposes that the "Charybdis" should be handed over as a loan, and on this point it would be well that there should be a clear understanding.

4. I am to request that I may be informed whether it is their Lordships' wish that Captain Scott who is to take charge of the vessel, should be desired by telegraph to come to England at once.

5. The Order in Council, referred to in the Governor General's despatch, has not yet been received in this Department, but it will be forwarded to the Admiralty in due course.

I am, &c.,

R. H. MEADE.

The Secretary to the Admiralty.

The Admiralty to the Colonial Office.

ADMIRALTY, S.W., 28th October, 1880.

SIR,—With reference to your letter of the 26th instant, enclosing a copy of a despatch from the Governor General of Canada, on the subject of the loan of Her

Majesty's ship "Charybdis" to the Dominion Government, in which His Excellency speaks of the vessel as a "gift," I am commanded by my Lords Commissioners of the Admiralty to request that you will state to the Earl of Kimberley that, in order that there may be no room for misunderstanding as to the terms on which the vessel can be lent, my Lords think it may be desirable to recapitulate them as follows:—

(a.) The ship is lent in the precise condition in which she now is, after seven and-one-half years absence from England, with all fittings, fixtures and unconsumable stores on board.

(b.) All extra stores which may be required are to be paid for by the Canadian Government.

(c.) Any repairs that may be necessary for the voyage, as well as the cost of docking (if necessary) are to be at the risk and expense of the Canadian Government.

(d.) The ship is lent to be used as a training ship, and will remain the property of the Imperial Government, to be returned when no longer required; any machinery or principal fittings which may not be of use to the Dominion Government are to be returned into store at Halifax Dock Yard.

2. As regards the guns and other ordnance stores on board, my Lords suggest that communication be made to the War Office.

3. I am to request that Captain Scott, who is to take charge of the vessel, may be desired, by telegraph, to come to England at once, and that the Agent General of the Dominion Government may be requested to prepare engineers and others to take charge of the vessel at Devonport directly she is paid off, which will be about the 9th proximo.

I am, etc.,

E. N. SWAINSON.

The Under Secretary of State for the Colonies.

No. 7.

OTTAWA, 2nd November, 1880.

DEAR SIR,—The Government of the Dominion has become possessed of Her Majesty's corvette "Charybdis," about 1,500 tons register, now lying at Devonport, England, and it is intended that she shall be brought out forthwith.

The Government having full confidence in your ability and experience, desires that you shall take charge and bring her to St. John, N.B., you will therefore proceed by first steamer to England, and on your arrival in London report yourself to the High Commissioner, to whom you herewith have a letter from the Minister of Militia, Sir Alexander Campbell.

The ship will be delivered to you, all standing as she came from sea, and you may probably find in her a quantity of coal, salt meat and other provisions, almost sufficient to do you the passage out. On ascertaining the true state of things in this respect you will, with all convenient speed, proceed to purchase any necessary supplies for the voyage and ship your crew, not taking more men than will be found absolutely necessary to bring the vessel across.

I think it would be better to take two good engineers with you than to trust to getting them on the other side, as it will be found very expensive and perhaps difficult to get good and trusty men of this class to cross the Atlantic to be paid off on arrival here. Barbour, of our staff in Quebec, would do for one, and you might procure the services of the second in Halifax. As for the crew, you will of course ship them to be paid off at St. John on arrival. There will not be any difficulty in getting these men as there are now good runs home from this side for sailors.

The sum of one thousand pounds sterling will be placed in the Bank of Montreal, London, payable to your order, for which you can draw what may be required to supply your necessary wants. The amount will, of course, depend a good deal upon what quantity of provisions, coal, &c., may be found in the ship.

I have only to add that in everything you will, I trust, exercise the greatest economy.

Yours truly,

JAMES C. POPE.

Captain P. A. Scott, R.N., Halifax, N.S.

AGENCY OF DEPARTMENT OF MARINE AND FISHERIES,

No. 8.

HALIFAX, N.S., 5th November, 1880.

SIR,—I have the honor to acknowledge the receipt of your letter of the 2nd instant directing me to proceed to England for the purpose of taking the training ship "Charybdis" from Devonport to the port of St. John, N.B. No time shall be lost in carrying out your instructions, and, while keeping efficiency in view, the strictest economy shall be duly exercised.

I have the honor, &c.,

P. A. SCOTT, *Captain.*

The Hon. J. C. POPE,

Minister of Marine and Fisheries, Ottawa.

No. 9.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 5th November, 1880.

On the recommendation of the Honorable the Minister of Marine and Fisheries the Committee advise that a special warrant of His Excellency the Governor-General do issue in his favor for the sum of five thousand dollars (\$5,000) to provide for the necessary expenses in bringing out to Canada the steam corvette "Charybdis," lately presented to the Government of the Dominion by Her Majesty's Government, the same being an unforeseen expense not provided for in the Supply Bill.

Certified, J. O. COTÉ, *C.P.C.*

The Marquis of Lorne to the Earl of Kimberley.

No. 10.

OTTAWA, 8th November, 1880.

MY LORD,—I had the honor to send to your Lordship to-day a telegraphic message in the following words :

"Government accepts "Charybdis" with conditions mentioned in your despatch 28th October. Captain Scott leaves Halifax by "Nova Scotian" to-day to take vessel over."

I have, &c.,

LORNE.

The Right Hon. The EARL OF KIMBERLEY.

The Earl of Kimberley to the Marquis of Lorne.

No. 11.

DOWNING STREET, 15th November, 1880.

MY LORD,—With reference to my despatch of the 28th of October, and to my telegram of this day's date, on the subject of the transfer of the "Charybdis" to Canada, I have the honor to transmit to you, for the information of your Government, the accompanying copies of a further correspondence with the Lords Commissioners of the Admiralty, from which it will be seen that the Lords Commissioners of the Treasury have consented to the vessel being presented as a free gift to the Dominion.

I am in communication with the Secretary for War in regard to the question of including in the transfer of the vessel the guns and other ordnance stores on board.

I have, &c.,

KIMBERLEY.

Governor General, The Right Hon.

The MARQUIS OF LORNE, K.T., G.C.M.G.

From the Colonial Office to the Admiralty.

DOWNING STREET, 29th October, 1880.

(Immediate.)

SIR,—In reply to your letter of yesterday's date, respecting the terms of the proposed transfer of the "Charybdis" to Canada, I am directed by the Earl of Kimberley to acquaint you, for the information of the Lords Commissioners of the Admiralty, that on receipt of your letter a telegram was immediately addressed to the Governor General, stating that the "Charybdis" will be "lent until no longer needed by the Dominion," and requesting that Captain Scott might start immediately to take charge of the vessel at Devonport. The correspondence on the subject was also sent to the Governor General by last night's mail.

A telegraphic answer has now been received from the Marquis of Lorne, in which he observes that from the words of the telegram from this Department he concludes that the vessel is only to be lent, and he does not think that the Canadian Government would incur expense unless the vessel is given, a difficulty on this point having been raised amongst his ministers.

Under these circumstances, Lord Kimberley desires me to suggest, for the consideration of the Lords Commissioners of the Admiralty, that unless their Lordships should be prepared to make the gift unconditional, which would, perhaps, be the preferable course, the Governor General should be informed that the "Charybdis" is given to Canada to be used as a training ship, and that so long as she is so used she will remain the property of the Canadian Government, but that, if at any time hereafter Canada should cease to require the vessel, she should be returned to the Imperial Government.

I am, &c.,

E. WINGFIELD.

The Secretary to the Admiralty.

From the Admiralty to the Colonial Office.

ADMIRALTY, S.W., 13th November, 1880.

SIR,—I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of Lord Kimberley, that the Treasury have consented to the "Charybdis" being presented to the Canadian Government as a gift, with the condition that any machinery or principal fittings which may not be of use to the Dominion Government, should be returned into store at Halifax.

My Lords have given directions accordingly for the ship to be handed over to Captain Scott.

I am, &c.,

ROBERT HALL.

Under Secretary of State, Colonial Office.

Paraphrase of a cypher telegram received from the Secretary of State for the Colonies to the Governor General.

No 12.

16th November, 1880.

Her Majesty's ship "Charybdis" presented to the Canadian Government as a gift. Any machinery or chief fittings not wanted to be returned to Imperial stores at Halifax. Am inquiring of War Office authorities whether armament can be included.

DEPARTMENT OF THE SECRETARY OF STATE,

No. 13.

OTTAWA, 16th November, 1880.

SIR,—I am directed to transmit to you, herewith, for your information, agreeably to a reference from the Honorable the Privy Council, copies of two despatches from the High Commissioner for Canada, and also a copy of a letter addressed by him to the Secretary to the Admiralty, on the subject of the transfer of H.M.S. "Charybdis" to the Government of Canada, as a training ship.

I have the honor to be, &c..

EDOUARD J. LANGEVIN,

Under-Secretary of State.

Hon. Minister of Marine and Fisheries, Ottawa.

DOMINION OF CANADA, OFFICE OF THE HIGH COMMISSIONER,

LONDON, 28th October, 1880.

SIR,—I have the honor to inform you, for the information of His Excellency the Governor General, that Mr. Horace Stuart, from the Admiralty, called at this office on the 25th instant, and stated that negotiations had been taking place for the transfer of H.M.S. "Charybdis" to the Government of Canada as a training ship; that the conditions had been agreed upon; that the "Charybdis" had arrived at Devonport; that the Admiralty were anxious to transfer the vessel at once, and that they wished to know the name of the agent who was to receive her.

I had to state that no instructions had reached me on the subject, and suggested that the First Lord had better telegraph, through the Colonial Office, to Ottawa, respecting the matter, or that I would do so if that would be preferred.

Mr. Stuart subsequently returned, stating that Lord Northbrook was out of town, and I therefore despatched the following cablegram:—

"Admiralty say 'Charybdis' arrived Devonport. Are ready to transfer ship, and ask for agent to receive her. Cable instructions."

I am, &c.,

H. BERNARD,

For the High Commissioner.

Hon. the Secretary of State, Ottawa.

October 28th, 1880.

SIR,—I have the honor to refer you to my despatch No. 160 of to-day's date, in reference to the transfer of H.M.S. "Charybdis" to the Government of Canada as a training ship, and to transmit a copy of a letter which I have this day addressed to the Admiralty on the subject.

I have also forwarded the following cable message to the Hon. the Minister of Militia and Defence, in reply to one received from him:—

"I learn privately that 'Charybdis' will not be paid off for a fortnight."

I am, &c.,

H. BERNARD,

For the High Commissioner.

Hon. the Secretary of State, Ottawa.

28th October, 1880.

SIR,—In reference to the informal communication from the Admiralty on the 25th instant, that H.M.S. "Charybdis" to be transferred to the Government of Canada as a training ship, had arrived at Devonport, and that the Admiralty were anxious to transfer the vessel at once to that Government, and wishing to know the

name of the agent who was to receive her, I have the honor to inform you that I communicated by cable message with the Government of Canada on the subject.

I have received a message in reply requesting that arrangements may be made with the Admiralty for some agent to receive the "Charybdis" and take charge of her until the arrival of Captain Scott, of the Canadian Service, who has been despatched to bring her out.

I may mention that Captain Scott is a retired naval officer in the service of the Government of Canada, residing in Halifax, Nova Scotia; and that as the communication between that port and Liverpool is frequent, it is probable he may arrive within a few days.

I am, &c.,

H. BERNARD,

For the High Commissioner.

Secretary of Admiralty.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 22nd November, 1880.

No. 14.

SIR,—I am directed to transmit to you herewith, agreeably to a reference from the Hon. the Privy Council, a copy of a despatch from the High Commissioner for Canada, and of the letter from the Admiralty therein referred to, in further reference to the transfer to the Government of Canada of H.M.S. "Charybdis."

I have the honor, &c.,

EDOUARD J. LANGEVIN,

Under Secretary of State.

Hon. Minister of Marine and Fisheries, Ottawa.

LONDON, 1st November, 1880.

SIR,—I have the honor to refer you to my despatch No. 162, of 28th ultimo, in reference to the transfer of the "Charybdis" to the Government of Canada, and to transmit a copy of a letter which has been received from the Admiralty on the subject.

I have &c.,

H. BERNARD,

For the High Commissioner.

Hon. the Secretary of State, Ottawa.

ADMIRALTY, 29th October, 1880.

SIR,—In reply to your letter of yesterday, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that the "Charybdis" will not be paid off till the 9th proximo, and that if Captain Scott has not arrived by that time, the Admiralty will take charge of her until his arrival.

I am, &c.,

E. H. SWAINSON.

The High Commissioner for the Dominion of Canada,
10 Victoria Chambers, S.W.

The Marquis of Lorne to the Earl of Kimberley.

No. 15.

OTTAWA, 23rd November, 1880.

MY LORD,—I have the honor of forwarding a copy of an approved report of the Committee of the Privy Council formally accepting Her Majesty's steam corvette "Charybdis," and expressing the thanks of this Government for the valuable gift.

I have, &c.,

LORNE.

The Right Honorable the Earl of Kimberley,
&c., &c., &c.

No. 16.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 22nd November, 1880.

The Committee of Council have had before them the telegram received by Your Excellency from the Right Honorable the Secretary of State for the Colonies, intimating that Her Majesty's Government had presented to the Canadian Government, as a gift, the steam corvette "Charybdis."

The Honorable the Minister of Marine and Fisheries, to whom the telegram has been referred, recommends that the thanks of the Government of Canada be conveyed to Her Majesty's Government for this valuable gift, and that they be informed that the Government of Canada have much pleasure in accepting it.

The Committee gratefully concur in the foregoing recommendation, and respectfully request Your Excellency will be pleased to communicate the same to Her Majesty's Secretary of State for the Colonies.

Certified.

O. COTÉ, C.P.C.

Hon. Minister of Marine and Fisheries.

No. 17.

THE ROYAL HOTEL, DEVONPORT, 24th November, 1880.

SIR,—I have the honor to inform you that I arrived at Liverpool on the 19th instant, and lost no time in waiting upon the High Commissioner in London.

On the 21st instant, we called upon Sir Cooper Key, the First Sea Lord of the Admiralty, and Mr. Brassey.

We afterwards called upon the Colonial Secretary, Mr. Herbert.

It was arranged that I should proceed to this port and make every inquiry into the state of the "Charybdis."

Yesterday, I reported to Sir Alexander Galt that I thought the ship was suitable for a "training ship." It is his wish that the Admiralty should dock the ship and make good a few defects before we take her over.

I understand it to be his intention to ask Mr. Herbert to urge the Admiralty to do this without charge to Canada.

The boilers are expected to last two years longer, and the ship's hull is all that could be expected of a vessel of twenty years old. She is in fair repair, the masts standing, yards across, running rigging all rove, and her top-gallant masts on deck ready for going aloft.

The guns have been landed and stores returned; but I understand they will be returned to the ship when we require them.

She has neither provisions nor coal on board; all such will have to be purchased; the latter will probably be supplied by the Government at the contract price, 14s. 1d. sterling per ton, with the additional charge of ten per cent. for expenses.

The wages to seamen out of this port vary from £3 11s. to £4 sterling per month, the usual advance to be paid three days after sailing.

There will be no difficulty in procuring engineers or seamen, several having offered their services already.

I will keep you informed of our progress from time to time.

I have the honor, &c.,

P. A. SCOTT, Captain.

P.S.—There being no engineers available at Halifax, I had to leave without one, Mr. Barbour being the only one with me at present.

P. A. S.

Hon. Minister of Marine and Fisheries, Ottawa.

No. 18.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 30th November, 1880.

On a report, dated 29th November, 1880, from the Hon. Minister of Marine and Fisheries, stating that having been advised by Sir A. T. Galt that the estimated expenses in connection with the bringing out of the screw corvette "Charybdis" will amount to nearly £2,000, he recommends, as the matter is urgent, and the service unforeseen, that the special warrant of His Excellency the Governor General issue in his favor for the further sum of five thousand dollars (\$5,000) on account of the expenses referred to.

The Committee submit the above recommendation for Your Excellency's approval.

Certified. J. O. COTÉ, C.P.C.

DOMINION OF CANADA, OFFICE OF THE HIGH COMMISSIONER,
10 VICTORIA CHAMBERS, LONDON, S.W., 2nd Dec., 1880.

No. 19.

SIR,—I have the honor to confirm my cable message to you of the 29th ultimo, which read as follows:—

"Estimated expenses connected with 'Charybdis' nearly two thousand pounds. Send credit for another thousand by cable."

I also beg to acknowledge the receipt of the following message from you in reply.

"Credit cabled; instruct Scott, if necessary, purchase heavy anchor for safety, St. John Harbor."

I communicated the contents of your cablegram to Captain Scott for his guidance.

I have the honor, &c.,

A. T. GALT, *High Commissioner.*

Hon. Minister of Marine and Fisheries, Ottawa.

No. 20.

DEVONPORT, 5th December, 1880.

SIR,—I had intended to write to you by the last mail to Halifax, but hearing that the Admiralty had directed the authorities of the dockyard to place the "Charybdis" in dock, I have waited until now to report her condition under water.

I am glad to say that she is in a good state generally; requiring but few repairs to her copper.

I have been disappointed in obtaining the mates I had expected to join from this place, the shipping master having discovered that there are none that he could recommend in this vicinity.

I have telegraphed to Bristol, and have received the same answer.

The shipping master of Liverpool gives me some hope that reliable mates may be found there, and I look for several applications from that quarter hourly.

There will, I think, be no difficulty as to crew, as ten have already joined, and the moment I want them, I can obtain more.

I am glad to say that most excellent engineers are to be had, two have joined, and the greater part of the leading stokers and firemen are engaged.

I have been notified that the Admiralty will not make any charge for the hire of the dock, nor will they charge the usual ten per cent. upon the cost of work done.

I still hope that there will be no charge for either materials or labor.

The moment the ship is undocked, we shall begin to take in the stores, and proceed with the equipment generally.

The guns and their stores will, I believe, be handed over as soon as we are ready to receive them.

The provisioning has been put into the hands of a competent officer, and I have every reason to think that in a fortnight we shall be very far advanced.

Why merchant officers have not offered their services I am at a loss to know, unless they think we are about to sail too light handed for such tall spars.

There is not a single labor-saving machine in the ship. The capstan for weighing the anchor alone taking seventy men for the purpose.

The steering-wheel in bad weather will most likely take four men, and with relieving tackle four more. Thus it will be seen that this ship will require a large crew, but I intend taking no more than I am obliged to.

From all I can learn about her speed, under steam alone, in fine weather, it may amount to seven or eight knots, but under steam and sail it may approach eleven.

By careful management, using coal very economically, she might make 2,500 miles with the 285 tons in the bunkers.

I have the honor, &c.

P. A. SCOTT, *Captain.*

Hon. Minister of Marine and Fisheries, Ottawa.

No. 21.

“CHARYBDIS,” DEVONPORT, 8th December, 1880.

SIR,—Since my last letter of the 5th instant, we have made but little progress, as on lifting the screw which comes up on deck in what is called the “banjo,” we discovered a defect in the shaft bearing of the steam post, which is to be repaired at once. I called upon the authorities of the dock yard to see to this immediately, and I am glad to say that they are proceeding with all dispatch.

It was hoped that we should be ready for sea by the 21st of this month, but the repairs in the engine-room department may delay us a little longer.

We have shipped but few hands as yet, as very much cannot be done until the ship leaves the dry dock.

Several mates have at last volunteered from Liverpool, and I intend going there by train to select such as may be suitable for the voyage.

It was the opinion of many officers that the “Charybdis” could not be safely navigated with less than 180 men.

The Admiralty thought 150 would be required, but it is hoped that 120 may prove sufficient.

The crew are being shipped with the understanding that they will be discharged at St. John, N.B., without any claim upon the Government for passage to England.

At present there is but one exception to that rule: the second engineer, who is a very competent man, is engaged at £18 sterling per month, and if not kept in charge of the engines, or otherwise disposed of, is to have his passage paid to England.

I would observe that the “Charybdis” requires a large crew to mast her, and as this is the winter season we have to be prepared for bad weather in the British Channel and when making the American coast.

A large number of vessels built in England for foreign governments, have from time to time filled up their crews at this port, and I learn from the Shipping Master that the crews all got large wages and a passage home provided for them.

The crew will consist of the following: 1 captain, 3 mates, 2 gunners, 2 boat-swains mates, 2 carpenters, 3 quarter masters, 60 able-bodied seamen, 20 ordinary seaman, 4 engineers, 2 leading stokers, 12 firemen, 2 stewards, 2 servants, 1 cook, 1 cook's mate, 3 boys, total, 120.

I have the honor, &c.,

P. A. SCOTT, *Captain.*

Hon. Minister of Marine and Fisheries, Ottawa.

No. 22. DEPARTMENT OF MILITIA AND DEFENCE, OTTAWA, 11th December, 1880.

SIR,—I am directed by the Minister of Militia and Defence to transmit to you, herewith, a letter received from Sir A. T. Galt, K.C.M.G., Dominion High Commissioner, respecting the granting of the ship "Charybdis" to the Canadian Government.

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

B. SULTE, *Acting Deputy Min. of Militia and Defence.*

Deputy Minister of Marine and Fisheries.

DOMINION OF CANADA, OFFICE OF THE HIGH COMMISSIONER,
10 VICTORIA CHAMBERS, LONDON, S.W., 20th November, 1880.

SIR,—I beg to advise you of the arrival of Captain Scott, R.N., who presented to me your letter of the 1st instant.

I waited, with Captain Scott, to-day, upon Sir Cooper Key—the Naval Lord of the Admiralty—who received us in the most friendly manner, and undertook to give Captain Scott all necessary assistance in reference to the "Charybdis." Sir Cooper will send instructions on the subject to the several officers at Devonport, where the ship is now lying.

The ship is stated to be in very good order, having just arrived from service on the China Station, and I trust it will not be found necessary to go to much expense in preparing her for the voyage across the Atlantic.

Captain Scott goes down to Devonport on Monday to inspect the ship, and will then report to me fully as to her condition and as to the steps he proposes to take in getting her ready for sea. I have impressed upon him the importance of doing whatever has to be done in the most economical manner possible, consistent with the absolute safety of the vessel and crew.

With regard to the question of her armament, no reply has yet been received from the War Office, but I waited to-day upon Mr. Herbert, the Under-Secretary for the Colonies, and requested him to remind the Secretary of State for War of the application that had been made. As the grant of the armament has been strongly recommended by the Colonial Office, and also by the Admiralty, I am sanguine that the reply will be favorable.

I request that you will advise the Minister of Marine of Captain Scott's arrival, and of the action that I have taken in the matter.

I have the honor, &c.,

A. T. GALT, *High Commissioner.*

Hon. Minister of Militia and Defence, Ottawa.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 11th December, 1880.

No. 23.
SIR,—I am directed to transmit to you, herewith, agreeably to a reference from the Honorable the Privy Council, a copy of a despatch from the High Commissioner for Canada, reporting that the ship "Charybdis" has been paid off and passed into Keyham Basin, preparatory to being handed over to the Dominion Government.

have the honor, &c.,

EDOUARD J. LANGEVIN,

Hon. Minister of Marine and Fisheries.

Under Secretary of State.

DOMINION OF CANADA, OFFICE OF THE HIGH COMMISSIONER,
LONDON, 16th November, 1880.

SIR,—I have the honor to inform you that it is reported that the "Charybdis," 17, wooden corvette, Captain Charles F. Hotham, was paid off at Devonport, in first-rate order, on the 9th instant, and that the ship has been passed into Keyham Basin, preparatory to being handed over to the Dominion Government.

I may add that, up to the present time, I have not received any intimation of the arrival of Captain Scott in this country.

I have, &c.,

H. BERNARD,

For the High Commissioner.

Hon. Secretary of State, Ottawa.

DEPARTMENT OF THE SECRETARY OF STATE,
OTTAWA, 16th December, 1880.

No. 24.

SIR,—I am directed, agreeably to a reference from the Honorable the Privy Council, to transmit to you, herewith, for immediate report, copies of two despatches dated 25th and 27th ultimo, and of their respective enclosures upon the subject of the docking of H.M.S. "Charybdis," and the examination of her hull, prior to her departure for Canada; and also in reference to the transfer of the armament and ordnance stores forming a part of the equipment of the vessel.

I have the honor, &c.,

EDOUARD J. LANGEVIN,

Under Secretary of State.

Hon. Minister of Marine and Fisheries.

DOMINION OF CANADA, OFFICE OF THE HIGH COMMISSIONER,
LONDON, 25th Nov., 1880.

SIR,—I have the honor to transmit, for the information of His Excellency the Governor General, a copy of a communication which I have this day addressed to the Secretary of State for the Colonies, upon the subject of the docking of H.M.S. "Charybdis," and the examination of her hull, prior to her departure for Canada.

I have, &c.,

A. T. GALT, *High Commissioner.*

Hon. Secretary of State, Ottawa.

24th November, 1880.

SIR,—I have the honor to inform you that Captain Scott, of the Royal Navy, has arrived in this country, under orders from the Canadian Government, to take charge of the "Charybdis."

Captain Scott has reported to me from Devonport, that he would like the ship to be placed in dock for the purpose of examination before the voyage to Canada, and I request that you will have the goodness to move the Admiralty to grant the necessary permission. I trust that the Admiralty will, on this occasion, in view of the ship being presented to the Government of Canada, give directions that the expenses connected with the docking shall be limited to the actual cost. I should also be glad to learn that the Secretary of State for War has been good enough to grant to the Canadian Government the use of the armament and service ammunition.

I have, &c.,

A. T. GALT, *High Commissioner.*

Under Secretary of State for the Colonies.

DOMINION OF CANADA, OFFICE OF THE HIGH COMMISSIONER,
LONDON, 27th Nov., 1880.

SIR,—I have the honor to transmit, for the information of His Excellency the Governor General, a copy of a communication I have received from the Secretary of State for the Colonies, covering a letter addressed to the Admiralty, on the subject of the docking of the "Charybdis" prior to her voyage to Canada, and a copy of a letter to the Secretary of State for War, in reference to the transfer of the armament and ordnance stores forming a part of the equipment of the vessel.

I have, &c.,

A. T. GALT, *High Commissioner.*

Hon. Secretary of State, Ottawa.

DOWNING STREET, 25th November, 1880.

SIR,—I am directed by the Earl of Kimberley to acknowledge the receipt of your letter of the 24th inst., reporting the arrival of Captain Scott, R.N., to take charge of the "Charybdis," and requesting that directions may be given for the docking of the vessel, previous to her voyage to Canada.

I am to transmit to you for your information, a copy of a letter which Lord Kimberley has caused to be addressed to the Admiralty on the subject, and with regard to the last paragraph of your letter, I am to state that His Lordship is in communication with the War Office upon the subject of the transfer, with the vessel, of the guns and ordnance stores on board.

I am to enclose a copy of a letter addressed to the War Office on this point, dated 16th inst. A further letter, requesting an early reply, has been sent to that Department.

I am, &c.,

EDWARD WINGFIELD.

Sir A. T. GALT, K.C.M.G.,
High Commissioner for the Dominion of Canada.

DOWNING STREET, 25th November, 1880.

(Immediate.)

SIR,—With reference to your letter of the 13th instant, relating to the gift of the "Charybdis" to the Government of Canada, I am directed by the Earl of Kimberley to transmit to you, for the consideration of the Lords Commissioners of the Admiralty, a copy of a letter from the High Commissioner for Canada, reporting the arrival of Captain Scott, R.N., at Devonport, and requesting that the vessel may be placed in dock for the purpose of examination previous to her voyage to Canada.

Lord Kimberley requests that he may be informed of the answer which their Lordships would wish to be returned to the High Commissioner on this point, as well as on that connected with the expenses of docking, to which Sir Alexander Galt alludes.

Their Lordships are aware, from the letter from this Department, of the 16th inst., that the Secretary of State is in communication with the War Department in regard to the transfer to the Canadian Government with the vessel, of the guns and ordnance stores on board.

I am, &c.,

EDWARD WINGFIELD.

The Secretary to the Admiralty.

(Immediate.)

DOWNING STREET, 16th November, 1880.

SIR,—I am directed by the Earl of Kimberley to acquaint you, for the information of the Secretary of State for War, that a correspondence has passed between the Governor General of Canada and this Department, on the subject of the transfer of one of Her Majesty's ships to the Canadian Government, to be used as a training vessel.

After communication with the Lords Commissioners of the Treasury, the Lords Commissioners of the Admiralty have consented to hand over to the Dominion Government Her Majesty's ship "Charybdis" as a free gift to be used for the above purpose; but their Lordships have informed this Department that application should be made to the War Office for the guns and ordnance stores, which the Canadian Government are desirous should be left on board.

Lord Kimberley desires me to state that he will learn with pleasure that the Secretary of State for War is willing to include these stores in the gift to the Canadian Government.

I am, &c.,

R. G. W. HERBERT.

The Under Secretary of State, War Office.

No. 25.

"CHARYBDIS," KEYHAM, DEVON, 22nd December, 1880.

SIR,—Since my last letter to you the weather has been very bad, but we have succeeded in getting the "under water fixtures" completed this afternoon, and will, I hope, be out of the hands of the dockyard in a few days.

We expect to be floated out of the dockyard to-morrow, and then as soon as the Christmas holidays are over the coal will be put on board, the boats hoisted in and sails bent.

The repairs have kept the ship in dock until now, and, unfortunately, the assistance I had asked for from the "steam reserve" cannot be rendered, as the men borne in the flag ship for that force always go on leave for a fortnight at Christmas, but I will do all I can to get away early in January.

It is now decided that the guns will not be delivered to us, as the Treasury have come to the opinion that, as they are of the value of £8,000, they could not do so without the sanction of Parliament.

I have applied for all the purser's stores, "unconsumable" so called, such as mess tubs, kids, weights and measures, which were ordered by the Admiralty to be handed over to the Canadian agent on paying the "Charybdis" off, but the officer in charge had returned them into store, and now I am asking for them to be restored to us. I hope to be able to obtain them as that would affect a great saving of expense.

It is possible Sir Alexander Galt may obtain by purchase, or otherwise, four smaller guns for the use of the ship.

I have the honor, &c.,

P. A. SCOTT.

Deputy Minister of Marine and Fisheries.

No. 26.

"CHARYBDIS" KEYHAM YARD, 1st January, 1881.

SIR,—When the ship came out of dock no time was lost in testing the boilers when it was discovered that they were in a much weaker state than we were led to believe.

Mr. Barbour has, therefore, made the accompanying report. I have suggested to the High Commissioner the propriety of discharging all but the second engineer (who is a most reliable man), the boatswain, carpenter and one stoker to look after the ship until the month of April, when I could return to take the ship across.

I have suggested to Sir Alex. Galt that Mr. Barbour and I could return to Canada by an early mail steamer.

Instead of attempting to make the passage by the southerly route, as we intended to do, the northerly might then be taken, and the voyage would be accomplished in about 20 days at that season instead of 40 in this.

The ship is complete in everything but provisions, and a small amount of ballast.

P. A. SCOTT, *Captain*.

Minister of Marine and Fisheries, Ottawa.

CANADIAN GOVERNMENT STEAMSHIP "CHARYBDIS,"
KEYHAM YARD, 5th January, 1881.

SIR,—Having been present while the four boilers of the "Charybdis" were tested, and observing their general weakness, obliging the pressure to be lessened 16 to 10 pounds upon the safety-valves; and noticing while the testing was going on that one stay bolt and seven stay tubes gave way; and having, upon close examination of the furnaces, found numerous cracks which require to be patched, I am of opinion that they are unfit for a winter voyage upon the Atlantic.

I have the honor, &c.,

WM. BARBOUR, *Chief Engineer*.

Captain SCOTT, R.N., &c., &c.

DEVONPORT, 5th January, 1881.

DEAR MR. SMITH,—Mr. Barbour has, as you will see, made a report condemning the boilers; but he thinks they are quite equal to what is required for a spring voyage. He says that in bad weather we might be caught upon a lee shore and then to have poor boilers might cost us our lives. Such arguments are unanswerable.

The ship is a handsome corvette, taut spars, and looks well, but these boilers are fearful.

It has caused much disappointment, but we must hope for the best.

It is true that we shall effect a saving by taking the northern route in the spring and this is better in every way. The Atlantic has been in a frightful state for many months—strong westerly gales prevailing all the time. This would have necessitated our following the southern route, and thus it would have been a long voyage.

I am ever, &c., &c.,

P. A. SCOTT.

WM. SMITH, Esq., Deputy Minister of Marine, Ottawa.

RETURN

(67)

To an ORDER of the HOUSE OF COMMONS, dated 3rd February, 1881;—For a Statement, so far as the same can be furnished, of the number of Persons who have passed from Canada into the United States by way of Sarnia and Windsor, since the 1st January, 1880, distinguishing, if possible, the number who intended to become Settlers in that country; also, a Statement, so far as possible, of the number of Persons who have, within the same period, come into Canada from the United States by way of Windsor and Sarnia; also, distinguishing, if possible, the number who intended to become Settlers within the Dominion; together with any Correspondence which may have taken place and any Reports upon the subject.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
7th February, 1881.

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

MESSAGE

(68.)

Lorne.

The Governor General transmits to the House of Commons Copy of a Minute of Council of 5th November, 1880, on the subject of assisted Emigration from Ireland to Manitoba and the North-West, together with Copy of the Despatch from His Excellency the Governor General transmitting the same, and Lord Kimberley's answer acknowledging the receipt thereof.

GOVERNMENT HOUSE,
Ottawa, 4th February, 1881.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 5th November, 1880.

On the recommendation of the Honorable the Minister of Agriculture, the Committee advise that the accompanying Memorandum be adopted as a proposal for the organization of an Irish immigration to *Manitoba* and the *North-West*, and that the same should be communicated to the Right Honorable the Secretary of State for the Colonies by Your Excellency, and through the High Commissioner for *Canada* in *England*, should Your Excellency see no objection to that course.

Certified, J. O. CORN, Clerk P.C.

Memorandum.

On the suggestion made to him by the High Commissioner of *Canada* in *England*, Sir A. T. Galt, G.C.M.G., the undersigned, has the honor to propose the following as the basis of joint action in promoting Irish immigration, should the Imperial Government entertain the project.

The Canadian Government, sympathising with their fellow subjects of *Ireland* in their distressed circumstances, would cheerfully co-operate in a well considered measure of relief by means of a systematic immigration from *Ireland*. If such a system of Irish immigration were established it is evidently a condition precedent to obtaining the cordial co-operation of *Canada* that the immigrants should not become a burthen upon the existing population.

In the case of single men and women, no serious difficulty, would arise, as employment can readily be found. But in the present distressed circumstances of *Ireland*, it is manifest that it is only by the removal of entire families that any sensible relief would be experienced from the pressure of a redundant population.

Provision would have, therefore, to be made, not only for the transport of the families to their place of settlement, but also for their maintenance, until a crop can be had from the land.

In the older Provinces of the Dominion where the land is all heavily timbered, the difficulty of managing a large immigration would be very great. But in the vast fertile plains of the *North-West*, the question becomes comparatively easy of solution.

By very simple pre-arrangement any required number of farm lots could be prepared for occupation, in the season preceding the arrival of the immigrants—a small dwelling erected—a certain extent of the prairie land broken up and prepared for seed, and in the case of late arrival, actually sown, so as to ensure a crop the same season that the immigrants were placed in possession.

This work could be done by contract, under proper supervision, and would give employment on arrival to the new immigrant while his crop was growing, thereby greatly reducing the cost of the undertaking and really limiting it ultimately to little more than the cost of his transport, as the repayment of advances by the earlier settlers would soon be sufficient to meet the annual outlay for preparing new lands.

The cost of removing an immigrant family, consisting of parents and three children, from the port of embarkation to *Winnipeg* may now be taken at about £40, subject to a certain increase for their transport thence to their farm lot. The dwelling and eight acres of land prepared for crop with seed may be estimated at from £35 to £40. Some provision for the family might be required on arrival, but the wages of the man ought to suffice for the support of his family till his crop is harvested, after which the immigrant may be regarded as self-supporting.

The Canadian Government provides each settler with a "free grant" of 160 acres, subject only to a patent fee of £2. The settler can also secure the pre-emption of 160 acres adjoining at the current price and usual conditions.

For the reimbursement of the outlay for transport and for establishing the immigrant upon his farm, it is suggested that the Canadian Government would provide that the total cost, as certified to their agent, and acknowledged by the settler, should form a first charge on the land, payable by certain annual instalments with interest.

To obviate the misconception to which Her Majesty's Government might be exposed in favoring any Canadian system of immigration, two points seem to be important:—

1. Instead of direct action by Her Majesty's Government, it is suggested that the whole movement should be conducted under the auspices of a Commission or of a National Emigration Association, with an adequate organization, both at home and in *Canada*, and that the pecuniary aid should be given by the Imperial Government in the form of advances to such Association or Commission, at a low rate of interest, secured upon the settlers land.

2. All immigration should be voluntary, and assistance should be equally granted to all who come under the conditions laid down.

Were such a Commission or such an Association established, certain tracts of land would be placed at their disposal for settlement, which, under their officers, would be prepared for the incoming families.

The Association or Commission would also charge itself with the dissemination of information at home and with the selection and shipment of the immigrants, while the Canadian Government would make them participant of any reduction on passages obtained in favor of immigrants, and cause them to be cared for on arrival and forwarded at the expense of the Commission or of the Association to *Winnipeg*, where they would be met by the Government Land Guides and shown by them their respective lots; after which proceedings, the officers of the Commission, or of the Association, would take them in charge and see them installed on their land, which would have been prepared for occupation during the previous season.

The whole respectfully submitted.

J. H. POPE, *Minister of Agriculture.*

Department of Agriculture, Ottawa, 30th October, 1880.

The Marquis of Lorne to the Earl of Kimberley.

No. 313.

Ottawa, 9th November, 1880.

MY LORD,—I have the honor to transmit herewith, for your Lordship's information, a copy of a Report of a Committee of the Privy Council, adopting a memorandum prepared by the Minister of Agriculture containing a proposal for the organization of an Irish immigration to *Manitoba* and the *North-West*.

I have, etc., LORNE.

The Rt. Hon. the Earl of *Kimberley*.

The Earl of Kimberley to the Marquis of Lorne.

Downing Street, 9th December, 1880.

MY LORD,—I have the honor to acknowledge the receipt of your despatch, No. 313, of the 9th ultimo, enclosing a copy of a Report of a Committee of the Privy Council, adopting a memorandum prepared by the Minister of Agriculture containing a proposal for the organization of an Irish immigration to *Manitoba* and the *North-West*.

I have caused a copy of the despatch, with its enclosures, to be forwarded for the consideration of the Irish Government.

I have, etc., KIMBERLEY.

Governor General the Rt. Hon.

The Marquis of *Lorne*, K.T., G.C.M.G.

RETURN

(69)

To an ADDRESS of the HOUSE OF COMMONS, dated 28th January, 1881;—
For copies of all Correspondence between the Customs Department and the Collector of the Port of Montreal, relating to his connection with the Co-operative Association; together with all Orders and Regulations of the Department, relating to the Customs Officers in such cases and the authority for such Regulations.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
7th February, 1881.

RETURN

(70)

To an ORDER of the HOUSE OF COMMONS, dated 14th February, 1881;—For copies of the Report of A. L. Light, Esquire, Engineer-in-Chief of the Province of Quebec, addressed by request to the Government of Canada, and relating to the Railway from Quebec to Lake St. John and the Quebec and Lake St. John Railway Company.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
22nd February, 1881.

(This Return is not printed the Supplementary Return 70a being a corrected copy.)

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

RETURN

(71)

To an ADDRESS of the SENATE, dated 22nd December, 1880 ;. For:—1st. A Copy of all Correspondence or Telegrams which may have passed between the Railway Department and the Manager or other Officer of the Prince Edward Island Railroad, having reference to an Accident which occurred during the month of August last, between the York and Suffolk Stations of that Railroad. 2nd. Copy of the Minutes or other Record of any Enquiry which may have been instituted as to the cause of said accident, the names of Witnesses examined, and Minutes of their evidence. 3rd. A Return of the number of new Sleepers or Ties used on the said Railway since the occurrence of the Accident referred to, together with cost of the same; also a Return showing the amount expended in repairing all damages caused by said Accident.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
10th February, 1881.

Secretary of State.

RETURN

(72)

To an ORDER of the HOUSE OF COMMONS, dated 22nd December, 1880 ;—For copies of all Papers and Correspondence upon the question of establishing Life Saving Stations upon the inland waters of the Dominion.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
10th February, 1881.

Secretary of State.

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

SUPPLEMENTARY RETURN

(70a)

To an ORDER of the HOUSE OF COMMONS, dated 14th February, 1881;—For Copy of the Report of A. L. Light, Esquire, Engineer-in-Chief, of the Province of Quebec, addressed by Request to the Government of Canada, and relating to the Railway from Quebec to Lake St. John, and the Quebec and Lake St. John Railway Company.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
16th March, 1881.

REPORT ON THE QUEBEC AND LAKE ST. JOHN RAILWAY; ITS SURVEYS, CONSTRUCTION, GRADES, CURVES AND PROSPECTS OF TRAFFIC.

Hon. Sir CHARLES TUPPER, K.C.M.G.,
Minister of Railways and Canals, Ottawa.

SIR,—In compliance with your instructions, I have the honor to report as follows upon the Quebec and Lake St. John Railway:—

A wooden railroad had been originally built from Quebec to Gosford, a distance of twenty-five miles, and was in use for two years.

In 1879 I was consulted as Government Engineer of Railways, with regard to the reconstruction and extension of the work to Lake St. John.

Finding the location, *via* Gosford, unsatisfactory, I recommended that surveys for a new location should be made, and by request prepared the necessary instructions for the guidance of the Company's Chief Engineer.

SURVEYS.

The country between Quebec and Lake St. John has been surveyed instrumentally through the Metabetchouan and Batiscan Valleys, the former in 1873, the latter in 1879, with minor studies, with the view of establishing the most favorable route.

A good line has been found running south of Lake St. Joseph, from the crossing of the River Jacques Cartier direct to St. Raymond, and with practicable grades, through to Lake St. John.

The gradients and curvature have been established with a due regard to the nature of the country to be traversed, combined with the considerations of cost of construction and efficiency of future working.

CONSTRUCTION.

The first division of the road, between Quebec and St. Raymond, has been under construction since 1879.

GRADING.

The embankments are 15 feet in width at formation level, and the cuttings are 18 feet, although widened where special drainage is required: these dimensions are sufficient. Where admissible, the formation has been raised above ground level with a

view to counteract the effects of snow, but where inequalities of surface require deep cuttings, the maximum grades allowed have been retained, in order to reduce the quantities to a minimum.

CULVERTS.

These structures, either "open" or "box," are of wood where the embankment is low, where heavy, they are built in stone. The wooden culverts are good and sufficiently strong, and can be replaced without stoppage to traffic.

MASONRY.

The first and second class masonry is built on the Q.M.O. & O. Railway specifications. It is the best of its kind; the first-class is composed of granite, and laid throughout in Portland hydraulic cement.

BRIDGES.

These are six in number on this Division. The Jacques Cartier and Portneuf Rivers and the outlet of Lake St. Joseph are spanned with iron superstructures from the firm of Clarke, Reeves & Co., Phoenixville, Pennsylvania, resting on stone piers and abutments, the former bridge is 500ft. in length and the latter 60 and 80ft. respectively. The bridges are all excellent structures of first-class materials and workmanship, and they have been arranged with a panel load and floor system per lineal foot, sufficient to carry the special traction engines which will be needed for the economical working of this road.

BALLASTING.

As the greater portion of this Division passes through a gravelly soil, the average quantity has not been required to thoroughly bed the sleepers and give a dry and elastic road bed.

RAILS.

The track is being laid with a steel rail from the Barrow Company, England. It is of the latest pattern and of the very best material (Sandberg's specification, and inspection). The fastenings are also of the most modern form including a "flanged fish-plate" of great strength and efficiency. The sleepers are laid 2 ft. centres, closer than is usual, but their cost not being great in this District; the arrangement is both efficient and economical.

SWITCHES, SWITCH-FRAMES, FROGS.

These are of the latest and best description, being of the Q.M.O. & O. Railway pattern.

FENCING.

The fencing is of patent barbed steel wire, fastened to tamarac posts, set 12 ft. apart, and 3 ft. in the ground. This makes an excellent fence, specially adapted for a snowy region.

STATIONS.

But one has, as yet, been built, viz: at the junction with the Q.M.O. & O. Railway, which, though small, is appropriate. Other stations of suitable size are to be built in the spring at Lorette, River Jacques Cartier, Saint Catherines and Saint Raymond.

ROLLING STOCK.

The present rolling stock in use is only sufficient for construction purposes. It consists of 3 locomotives, some 50 platform cars of the latest pattern, and 2 small

passenger cars. The locomotives and platform cars are the best of their respective kinds.

TELEGRAPH LINE.

The Company have closed an arrangement with the Montreal Telegraph Company for a line along their railway. The wire is being laid in advance of the works, and the necessary offices will be opened according as the several sections of the road are ready for traffic.

REMARKS.

Apart from the embankment and cut at Lorette—which are unusually heavy—and the bridging of the Jacques Cartier River, the works are not above the average.

This division is being constructed in a substantial and thorough manner; and except gradients, curvature and some wooden structures, will be found, when completed, to equal the Q. M. O. and O. Railway.

LOCATION FROM ST. RAYMOND TO LAKE ST. JOHN.

Lake St. John lies 278 feet above the sea. An instrumental survey made a few years ago, shews an intervening summit of some 2,400 feet between the St. Lawrence and the lake, which has been reduced to 1,348 feet by carrying the line further west, *via*. River Batiscan and Lake Edward, passing through a good agricultural and finely timbered country:

The above summit is 123 miles from Quebec, and, with four exceptions, can be surmounted by maximum grades of 118 feet to the mile ascending north (or against light traffic), and of 80 feet to the mile ascending south (or against heavy traffic).* See Appendix A for table of grades.

These grades are not *continuous*, the summit being gradually approached from either side by successive plateaux on an ascending scale, with slight intervening depressions at the river crossings. No grade exceeds two miles in length, thus affording the advantage of getting up a full supply of steam between each, and the fact that considerable stretches of *level* and *undulating* grades occur between maximum grades, will greatly facilitate the working of the road. The grades are *perfectly practicable*, although unusual in Canada on trunk lines, but often found in the United States and Europe, where mountain ranges, similar to the one in question, have to be crossed. They are there quite successfully worked and carry an enormous traffic. See Appendix B for example of steep grades.

TRACTION ENGINES.

In establishing the above grades, I advised the use of special connected traction engines, with a view to the economical working of the traffic, recommending the "Consolidation" type for heavy, and the "Mogul" for mixed passenger and light freight traffic. The former of these engines will haul as much over the steepest grades of the Quebec and Lake St. John Railway, as is hauled by the ordinary eight-wheeled engine in general use over the easier grades of the Grand Trunk and Great Western Railways, *i.e.*, over twenty loaded freight cars from Lake St. John to Quebec, and the same number returning, one-third loaded, such being about the estimated proportion of the balance of trade. The "Mogul" will haul three-fourths of such a load with reasonable speed.

* Three of the four exceptions above mentioned occur ascending south; they amount to 3.8 miles collectively, and can doubtless be reduced by further explorations. The fourth—ascending north—is 132 feet to the mile for 2.5 miles, and occurs near Lorette where the work is very heavy. To have reduced this grade to 118 feet per mile, would have doubled the quantity and trebled its cost. The original alignment was here exceedingly crooked, but was straightened at a comparatively trifling expense, and the grades laid on a tangent throughout. Further this grade will be found equivalent to the easier ones of 118 feet to the mile; the latter being combined with 8° curves, which virtually increase their steepness.

Neither pattern will cause greater wear and tear to the road bed and track than would arise from the use of the ordinary engine, and all the structures have been planned for the same.

The amount of fuel they consume is in direct proportion to the power exerted, but, as in this district, wood abounds, the additional expense involved will not be serious. Fuller information regarding the capacity of these engines will be found in Appendix C.

CURVES.

The minimum radius of curvature, from Quebec to Lake St. John, is 600 feet, and this but in three instances, the average being far easier. For table of curvature see Appendix D.

ESTIMATE OF COST.

Basing myself upon the quantities returned from the survey of the line to Lake St. John, I would estimate the cost of the road at about \$23,000 per mile; this includes a limited supply of rolling stock and buildings.

LENGTH OF THE ROAD.

The railway by the survey, is set down at 179 miles. The final location will doubtless reduce this mileage, and likewise improve the grades. The first four miles over the Q., M., O. & O. Railway. 31 miles from the junction to St. Raymond will be opened to traffic in July next; and 20 miles have been received by the Provincial Government.

CONCLUSION.

As will be seen from Appendix E, the Department of Crown Lands of the Province of Quebec estimates that out of the 6,000,000 acres of land in the immediate vicinity of, and to be shortly opened up by this railway, over 3,000,000 acres are well adapted for settlement. Blocks A and B, shewn on the map herewith annexed, constitute but a limited portion of this territory.

The total area of all lands taken up for settlement in the Province of Quebec is set down in the last census at 5,700,000 acres; and Ontario contains only 7,000,000 or 8,000,000 acres all told.

The total area of cleared land in the two Provinces of New Brunswick and Nova Scotia is but about 2,800,000 acres.

The railway will, undoubtedly, develop a large trade in lumber, as it runs through a finely timbered district, and has its terminus in the principal lumber market of the Dominion, while the absence of other competing roads, and of water competition, will doubtless have a beneficial effect upon its general prospects which, viewed as a whole, may be considered to be very promising.

I have the honor to be, Sir, your obedient Servant,

A. L. LIGHT.

QUEBEC, 9th March, 1881.

APPENDIX A.

QUEBEC AND LAKE ST. JOHN RAILWAY.—Abstract of Gradients from Quebec to Lake St. John.

Description.	Ascending North Length in Miles.	Ascending South Length in Miles.	Remarks.
20 to 30 per mile	11.4	5.1	
30 " 40 "	4.1	1.8	
40 " 50 "	1.6	0.3	
50 " 60 "	12.0	15.9	
60 " 70 "	1.0	2.0	
70 " 80 "	4.5	25.7	
80 " 90 "	7.1	0.0	
90 " 100 "	0.0	0.0	
100 " 110 "	10.8	2.5	
110 " 118 "	2.4	1.3	
118 " 132 "	2.5	0.0	
Totals.....	57.4	54.6	

RECAPITULATION.

Ascending North.....	57.4
do South.....	54.6
Level and under 20' per mile.....	67.0
Total.....	179.0

APPENDIX B.

EXAMPLES OF STEEP GRADES AND SHARP CURVES.

I have personally inspected most of the following :—

1st. The "Portland and Ogdensburg" Railway, U.S. This road, which traverses a district very similar in snowfall and climate, to that traversed by the Quebec and Lake St. John Railway, passes over a summit 983 feet high, with continuous grades, 10 miles in length, of 107 and 116 feet to the mile, and curves of 637 feet radius. The late Mr. Latrobe, C.E., a man of high professional standing in the United States, was the Consulting Engineer.

2nd. The "Baltimore and Ohio" Railway, built by the same eminent engineer, passes over a summit of the Alleghanies, with continuous grades against heavy traffic, 12 miles in length, and 116 feet to the mile, curves 600 feet radius.

3rd. The "Pennsylvania Central" passes over a summit 2,154 feet, and has one continuous grade, west of Altoona, of 95 feet to the mile, 10½ miles in length.

4th. The "Tyrone and Clearfield," a branch of the above, has continuous grades of 106 feet to the mile, 10 miles in length; and besides these, two others of 128 and 138 feet to the mile each, collectively three miles in length.

5th. The "Lehigh Valley" Railway has grades of 133 to 143 feet to the mile. The above railways, with the exception of the first mentioned, successfully use the "Consolidation" engine.

6th. In South America the "Don Pedro Segundo," (the Imperial Railway of Brazil) crosses a summit of the Orange Mountains 1,872 feet high, with a continuous grade, 16 miles long, of 117 feet to the mile; also successfully worked with "Consolidation" engine.

7th. In Europe, the "Brenner Railway" from Innspruck to Verona, passes over a summit of the Alps upwards of 4,000 feet high, on an average grade of 114 feet per

mile for 22 continuous miles, and for a considerable portion of this distance on a grade of 132 feet to the mile.

8th. The railway from Vienna to Gratz over the Semering; also the line from Bologna to Florence, over the Apennines, have similar grades.

9th. The railway from Turin to Genoa has a continuous grade six miles in length, of 146 feet to the mile. All the above are permanent railways between great centres of trade, and doing a large business, and are successfully worked with traction engines.

Besides the above there are many examples of temporary tracks (with much steeper grades) being successfully used for many years with great advantage, while the permanent works were under construction,—notably, the "Mountain top track" crossing the blue ridge on the "Virginia Central" Railway. This was successfully worked (while the tunnel underneath was being built) over grades of 297 feet per mile, and curves of 275 feet radius, with a six wheeled connected tank engine.

2nd. On the "Baltimore and Ohio," temporary tracks were worked over mountains, through which tunnels were in course of construction, having grades of 400 feet per mile, and over which a mixed traffic was regularly and safely carried for years.

3rd. The "Mount Cenis" temporary railway was laid over the summit of the Alps, with grades ranging from 200 to 400 feet per mile, while the great tunnel was being constructed below. It was successfully worked by a special arrangement of both track and traction engine, and safely carried for years a considerable portion of the passenger traffic between France and Italy.

Lastly an example is given in Appendix C, of a traction engine, built at the Baldwin Locomotive works, which regularly hauled nine loaded freight cars or about 180 gross tons of cars and lading, over grades of 316 feet per mile, and curves of 400 feet radius, over Baton Rouge on the "Southern Pacific" Railway.

APPENDIX C.

BALDWIN LOCOMOTIVE WORKS,

BURNHAM, PARRY, WILLIAMS & Co., PHILADELPHIA, 13th Dec., 1880.

DEAR SIR,—Your valued favor of the 10th inst. is at hand this day, respecting "Consolidation" locomotives for the Quebec and Lake St. John Railway. We note that this road is to have maximum grades of 80 ft. per mile, each not exceeding two miles in length, in the direction of the heavy traffic, and maximum grades of 132 ft. per mile, each not exceeding two miles in length in the direction of the light traffic. We also note that the rails are of steel 50lbs. weight to the yard.

We agree with you in recommending for the service of this road locomotives of the "Consolidation" pattern, having cylinders 20 inches by 24 inches, and weighing, in working order, about 100,000lbs., of which about 88,000lbs. would be on the driving wheels. We would recommend, however, the use of driving-wheels not less than 46 inches in diameter, and it is our practice to use 50-in. wheels on these engines. As there would be a weight of only about 11,000lbs. resting on each driving wheel, which is no more than that on each driving wheel of the ordinary 16-in. x 24-in. American pattern passenger locomotive, we think the track could carry such an engine without damage.

We enclose printed accounts of the performance of similiar locomotives on grades ranging from 23 to 68 ft. per mile. We estimate that a "Consolidation" locomotive having 88,000lbs. on driving wheels could haul a load of 465 gross tons of cars and lading up a grade of 80 ft. per mile, or 275 gross tons of cars and lading up a grade of 132 ft. per mile, exclusive of the resistance of curves, track and cars being in good condition.

Very truly yours,

BURNHAM, PARRY, WILLIAMS & CO.

A. L. LIGHT, Esq., Engr.-in-Chief, Govt. Railways, Quebec.

“CONSOLIDATION” ENGINE.

This engine has four pairs of driving wheels of 4 ft. in diameter, with a Bissel or radial truck; cylinder 20-in. x 24-in.; weight of engine, in working order, about 100,000lbs.; weight on driving wheels about 88,000lbs.; weight on each wheel about 11,000lbs. Capacity—can haul 465 gross tons of cars, and lading up a *straight* grade of 80 ft. per mile, and 275 tons of cars and lading up a *straight* grade of 132 ft. per mile.

“MOGUL” ENGINE.

This engine has three pairs of driving wheels of 4 ft. 6 ins. in diameter with a four-wheeled truck; cylinders 18-in. x 24-in.; weight of engine, in working order, about 80,000lbs.; weight on driving wheels about 66,000lbs.; weight on each wheel about 11,000lbs. Capacity—can haul about 340 gross tons of cars and lading up a *straight* grade of 80 ft. per mile, and about 200 gross tons of cars and lading up a *straight* grade of 132 ft. per mile.

APPENDIX D.

QUEBEC AND LAKE ST. JOHN RAILWAY.—Abstract of Curves from Quebec to Lake St. John.

Number of Curves.	Miles in Length.	Radius.	Deflections.	Number of Curves.	Miles in Length.	Radius.	Deflections.
3	0.53	600	268.30	1	0.12	2,050	18.25
20	3.06	700	1,322.30	1	0.19	2,200	27.00
1	0.14	764	57.15	1	0.15	2,292	27.46
5	0.67	800	253.30	1	0.24	2,500	8.90
1	0.08	819	29.20	2	0.60	2,600	77.15
1	0.11	900	38.00	21	6.98	2,800	755.45
5	0.86	955	273.24	8	2.05	2,865	199.33
76	12.09	1,000	3,672.35	1	0.68	3,820	54.22
2	0.42	1,146	111.00	1	0.46	4,912	28.00
6	1.12	1,200	282.15	1	0.27	5,000	13.00
120	19.84	1,400	4,276.10	1	0.17	5,730	9.00
7	1.25	1,433	264.28	1	0.37	9,850	11.00
5	1.19	1,600	226.00	2	0.95	10,000	29.00
3	0.92	1,800	153.45	2	0.17	11,459	7.00
7	1.60	1,910	268.28				
38	7.72	2,000	1,168.30	344	65.00	.....	13,930.46

RECAPITULATION.

Miles of Curvature.....	65
“ Tangent.....	114
Total	179
Curvature per mile.....	77° 49'
Percentage of Curvature.....	0.36

APPENDIX E.

DEPARTMENT OF CROWN LANDS, QUEBEC, 28th July, 1880.

SIR,—In answer to your letter of the 20th instant, requesting that certain information be furnished to the Quebec and Lake St. John Railway Company, relative to that section of the country traversed by their proposed railroad, I have the honor to

inform you, that the territory to be thus opened comprises an area of about 6,300,000 acres which may be divided into two regions, having with regard to soil distinct physical features.

1st. The superficies of that part of Lake St. John and Chicoutimi Basin, formed of an extensive and almost continuous alluvial deposit, to be within a short period benefited by the construction of the contemplated railway, may be set down at 3,500,000 acres.

2nd. That of the Batiscan region, cut up by large streams and lakes intermingling in their courses and running in opposite directions, some into Lake St. John, others into the St. Maurice, and in the River St. Lawrence, with restricted areas of alluvial flats, covers an extent of about 2,800,000 acres.

Both sections of country being shown and distinguished by letters A and B, on the map of the Province of Quebec, herewith accompanying.

Out of the first of these sections 2,200,000 acres can be counted on as well-fitted for colonization and farming. Of the second, about 800,000 acres will be found arable, and that principally along the line of the projected railway.

Up to date 475,310 acres have been sold by the Crown for purposes of settlement—387,631 acres in the Lake St. John and Chicoutimi territory, and 87,679 acres in the County of Portneuf, at the southern extremity of the Batiscan region, forming, with the 174,000 acres of seigniorial grants included in the same county, a total of 649,310 acres alienated.

Up to the present, from the best data which can be obtained, about 180,000 acres of the 6,300,000 above stated have been cleared, more or less improved, and settled upon; the remainder consists of forests or wild lands, of which 3,000,000 acres are under license or permit to cut timber.

The predominating forest trees covering the greatest part of this extent of territory are the spruce, tamarac, white pine, cypress (a kind of pitch pine of a dwarfy species), white birch, black birch and cedar. As a rule the spruce is found the most abundant, and other trees in accordance with the order in which they are now given.

Wherever settlements cannot, on account of soil, extend over a whole country, as in the Batiscan region, these timbered lands, if judiciously managed, will be found an everlasting source of revenue, as it is well established in Canada that tracts of land covered with spruce, fit for saw-logs, can be cut over every thirty or forty years.

I regret exceedingly that the records of this office do not contain information such as to enable you to form a correct idea of the amount of timber which, in the territory above described, has been and can be derived from a given area.

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

E. E. TACHÉ, *Assistant-Commissioner.*

JAMES G. SCOTT, Secretary, &c., &c., Quebec.

RETURN

(73)

To an ADDRESS of the HOUSE OF COMMONS, dated 7th February, 1881 ;—For all Correspondence which has taken place within the past year between the Government of the Dominion and the Imperial Government, on matters relating to the Boundaries of the Provinces of Ontario and Quebec.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
11th February, 1881.

RETURN

(74)

To an ORDER of the HOUSE OF COMMONS, dated 28th January, 1881 ;—For copies of the Report of the Engineer who, in 1880, conducted the Exploratory Surveys of the River St. Francis, in the County of Yamaska.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
11th February, 1881.

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

RETURN

(75)

To an ORDER OF THE HOUSE OF COMMONS, dated 28th January, 1881;—For a Copy of the Report of the Canadian Commissioners appointed in connection with the Paris Exhibition.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
10th February, 1881.

DEPARTMENT OF AGRICULTURE,
OTTAWA, CANADA, 8th February, 1880.

SIR,—I have the honor to transmit to you herewith, in reply to your request of 28th January last, a Return to the House of Commons, being the Report of the Canadian Commissioners appointed in connection with the Paris Exhibition.

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

J. LOWE, *Secretary, Department of Agriculture.*

The Under Secretary of State, Ottawa.

CANADIAN COMMISSION, PARIS EXHIBITION, 1878.

REPORT OF THE EXECUTIVE COMMISSIONER.

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REPORT.

INTRODUCTION.

The French decrees for the Exhibition of 1878 were dated in April, 1876, and became law about the 1st of August, when France assumed the undertaking as a Government work, in concert with the city of Paris, by which 6,000,000 francs were contributed. The British Commission was gazetted on 23rd January, 1877, with the Prince of Wales as President, and upon the same day His Royal Highness addressed the Colonial Secretary and expressed the pleasure he should feel in learning that the various Governments of the Colonies "have determined to take a prominent part in making a suitable representation." A circular was sent by the Colonial Secretary, 16th February, 1877, to each of the Colonial Governments, in which he said:—"The distinguished success which crowned the labors of the Colonial Commissioners at the Philadelphia Exhibition in 1876,

encourage me to hope that no effort will be wanting on the part of your Government to respond to the wishes of His Royal Highness." On 26th February, His Royal Highness announced that space available for Great Britain and her Colonies had been allotted to the "collective British Empire," that applications for the same must be made through the Imperial Executive, and pledged himself to use his best endeavors to promote equitable distribution of available space between the United Kingdom and the Colonies in proportion to their several requirements.

The Parliament of Canada having made an appropriation, intending exhibitors were invited, on 25th May, to make application for space, and upon 1st June a circular was sent by the Minister of Agriculture to the principal Canadian exhibitors at the Centennial, enclosing printed rules, &c., and saying that "the expressed desire of His Royal Highness will, I am sure, meet with a quick response from every Province of the Dominion. The proud position you have taken at the Centennial will be an additional inducement for you to put prominently before the nations of Europe the valuable collection exhibited by you at Philadelphia." The Secretaries and the Executive Commissioner were appointed in July, and immediately set about the canvassing for and collection of exhibits. The Directors of the Geological Survey was also instructed by the Government to prepare a mineral collection for Paris.

PREPARATION—LARGE MAP.

As this was the first occasion in which the Dominion would appear as an exhibitor among the nations in the Old World, it was felt that a fuller exposition of where and what the new comer was, was needed for Paris more than for Philadelphia. The Canada which had appeared at London and Paris on former occasions was the old Province—Ontario and Quebec, and it was desirable to show that the country was now a Dominion from the Atlantic to the Pacific, and that it embraced an area about as large as that of the United States. This could best be accomplished by a map drawn upon a scale corresponding to the magnitude of the country. A scale of ten miles to the inch, the scale of published Provincial maps, was therefore adopted as the least which would exhibit the narrow peninsula between the great lakes. By omitting all small subdivisions, advantage was taken of the field of the map to illustrate, directly and without references, the natural productions of the country *in situ*. The railways and canals, with the principal cities and towns, show the occupied areas, and, added to these, was shown the site of all the leading products of the mine, the forest, the fisheries and agriculture, so far as at present known, in plain letters. Exhibition visitors have little time or inclination to refer to catalogues for information when in presence of the object in which they take an interest, and it is, therefore, desirable that every exhibit should as far as possible speak for itself.

PUBLIC WORKS.

An exhibition of the public works of a country so celebrated for them as Canada is, was considered essential, because, in addition to the material benefit to be derived from advertising the most direct and capacious route between Europe and Chicago, we could not fail to raise our position in the estimation of the world by such a display as we could make. The great map showed the position and extent of our railway system and of our canals; but, to demonstrate the character of both—models, plans and photographs were needed. It was decided to show the St. Lawrence, from Lake Ontario to Quebec, upon a scale of about a mile to the inch, exhibiting, in addition to the magnitude and directness of the route, the great work of deepening the bed of the river below Montreal, as well as the position and dimensions of the canals above that city. Plans showing the great masonry works of the Welland and Lachine Canals, and models of one of the new locks and lock-gates completed the exhibit, which might have been much extended, but for the cost and time required, so as to embrace railways, such as the Intercolonial, and also those distinctively Canadian works—the slides and river improvements for the descent of

timber, &c.,—which would have formed a desirable Government exhibit in connection with our canals.

A complete set of photographs of the Public Buildings of the Dominion, not only those at Ottawa, but also custom houses and post offices in other cities, together with a large colored view of the interior of the Parliamentary Library at Ottawa, were also prepared, which excited some surprise as well as admiration at Paris.

The Railway Commissioners at Quebec and the great public companies—the Grand Trunk, Great Western and Canada Southern—were appealed to, and cheerfully responded—so that our railway system was very fairly illustrated. Plans of the Niagara Suspension Road Bridge, the widest span in use in any part of the world, with a beautiful water color of the falls, by Mr. Wise, C.E., were sent by the Canadian engineer, Mr. S. Keefer, and to this exhibit a gold medal was awarded.

Municipalities take a prominent place in international exhibitions in Europe, the large cities exhibiting their drainage works, water supply and street improvements. As one of the objects was to show Canada as she is, the state of progress of her cities, &c., the corporations of the chief towns were applied to, to make an exhibition at Paris. By nearly all the proposition was well received at first, but none acted upon the suggestion, chiefly because they had no plans ready for exhibition, and because the preparation of these would have been attended with some expenditure of time and money. Had they exhibited all would have received the highest awards and have added so much to the country's total. It is to be hoped that the various corporations will, at their leisure, adopt a system of placing plans of their public works on record, in such a way as will make them available for future exhibitions, as is done by all the European cities. The plans would be always worth to the city the cost of preparation.

The same considerations are worthy of the attention of our railway companies, and of the Departments of Public Works, as these albums of plans and photographs, with letter-press descriptions, always form an important feature in European international exhibitions.

STATISTICS.

Other important deficiencies may here be referred to. While the Statistics of Exports and Imports, Railway and Canal traffic, Navigation and Fisheries, Postal system, Banking, Insurance, &c., &c., can be procured annually, there is no machinery in Canada for obtaining the important Statistics of Agriculture, Manufactures and Mines other than the Decennial Census. The returns of 1871 were obsolete for the Paris Exhibition of 1878. It would seem that the assessment system might be utilized to secure some record of progress in manufactures and agricultural productions.

PHOTOGRAPHS.

Messrs. Notman and Sandham, who had photographed the faces and physique of Canadians on snow shoes and upon skates, were solicited to send them to Paris. They completed the series of winter sports by a new and beautiful picture of curling on the ice of the St. Lawrence, with the city and mountain of Montreal in the background. This firm prepared the views of the Victoria and International Bridges, exhibited by the Grand Trunk Railway (which were not merely photographs but veritable works of art), and also interior and exterior views of the Windsor Hotel, Montreal, which the proprietor, James Worthington, Esq., cheerfully consented to contribute. No part of the Canadian section excited greater interests than these beautiful exhibits.

FISHERIES.

To bring our Fisheries more prominently into notice, Professor Hind was engaged to prepare Fish Maps, which excited much interest and received the gold medal.

REGULATIONS.

To reduce the cost of transportation, it was desirable that our exhibits should go by water carriage, and by the St. Lawrence route, and therefore in the regulations it was provided that exhibits would be shipped, free of charge, up to 1st November, 1877, and after that date, at the expense of exhibitors. The short space of time which this allowed for preparation, only five months (or less than half the time allowed for Philadelphia), no doubt deterred some of our manufacturers from entering for Paris.

A more serious change in the conditions as compared with Philadelphia, was the regulation which provided that "all articles exhibited will be sold, during or after the exhibition, for account of owner, unless shipped back to Canada at exhibitor's special request and expense, no return freight being provided by the Canadian Commission, except for special scientific collections, of great value;" and, further, a regulation that "The Canadian Commission will be in no way responsible for loss or damage of any kind." These rules, which, no doubt, prevented some from entering, were adopted in consequence of the large claims for damages which had been paid on account of exhibits at Philadelphia, where the Government had assumed the responsibility of their safe return. Lastly, the announcement made early in the summer that only a limited portion of the space applied for could be granted, no doubt discouraged some intending exhibitors, as well as checked to some extent the efforts of the Commission. When it is considered that no medals were offered by Canada to her exhibitors at Paris, as was done at Philadelphia, and also that the Canadian exhibitor could, with little expenditure of time and money, look after his own interests at Philadelphia, while this could not be done at Paris, we can the more justly appreciate the services rendered by those patriotic Canadians, who came forward to sustain their country's reputation in the Paris Exhibition of 1878.

On former occasions, Canada had been represented at the International Exhibition in Europe by her Government, which selected and purchased the exhibits sent; and this is the system generally adopted by the other colonies of the Empire. The Exhibition of 1878 was the first in which the Dominion has exhibited beyond the Atlantic, and there is no doubt that by appealing to the enterprise and patriotism of her producers and manufacturers, Canada has taken rank as a nation along with those European ones, whose individuals represented their respective countries. While the exhibitors at Paris labored under these disadvantages as compared with the Centennial, the Canadian Commission for the Paris Exhibition was also less fortunate than their predecessors at Philadelphia. For the Centennial, Advisory Boards, presided over by a Provincial Minister of the Crown, were formed in every Province of the Dominion, and were composed of "official and unofficial gentlemen of great zeal, experience and local and technical knowledge, in all parts of the country, and connected with all departments of industry." These numbered in Ontario, 41; Quebec, 44; Nova Scotia, 22; New Brunswick, 24; Prince Edward Island, 10; Manitoba, 6; British Columbia, 7,—over 150 gentlemen in all, whose services were enlisted in aid of that Commission. Moreover, the proximity of Philadelphia and the liberality of the railways in taking exhibition goods at half rates secured the minimum of cost, delay and handling, while it gave to the Centennial Commission the invaluable aid of many Canadian exhibitors.

TROPHY.

At the end of August, 1877, a despatch was received, enclosing a letter from the Prince of Wales, in which he says: "The space allotted to Great Britain adjoins a vestibule and tower which had been reserved for international trophies, of which only a small share would have been granted to Great Britain. The French, upon my personal application, have given the exclusive permission to me to use it for a series of trophies representing the produce and manufacture of the various Colonial Governments. It forms the main entrance to the foreign Machinery Gallery, and is 115 x 142 feet and 100 feet high. I have placed the various trophies from the

Colonies in close proximity to India, wishing that the Colonial Governments should have this prominent position in addition to the space in the main building. The Dominion Government was invited to inform His Royal Highness whether they saw their way to the erection of a suitable Grand Trophy in the centre of the hall. The French, he adds, have only granted this tower, which is a most important position abutting on the Seine and the principal entrance to the Exhibition, on condition that the manner in which I propose to deal with it is submitted for their final approval."

Here was a tender of which any nation in the world might have been proud. This tower had been intended as the place where all the foreign nations were to have been brought to the front, and now its central space was offered exclusively to the Dominion of Canada.

The offer was promptly accepted and the design for the trophy commenced under the direction of Mr. T. S. Scott, the Chief Architect of the Department of Public Works. Our allotment of space in the section having been considered insufficient, utilitarian considerations governed, to a great extent, the design, and the trophy was planned to secure the maximum exhibiting space to a height at which objects could be seen and examined. For this purpose the base was in the form of a cross, and the first balcony corbelled out to obtain increased space without increasing the foundation area beyond prescribed limits. The available height assigned was 100 feet, and this gave space for two higher balconies, which were reached by a spiral stairway in the centre and proved as useful as they were ornamental.

The trophy design was forwarded in October for approval to the Royal Commission, by whom it was at once accepted and transmitted to the French, who immediately expressed their grateful acceptance and admiration of the same. It was evidently a pleasant surprise to both English and French that Canada should have so promptly and satisfactorily solved a difficult question and produce a design so well adapted to a trying position. A reference to the design will show that much of the effect is due to the corbelled balcony and to the "cross" below it by which the exterior frontage was nearly doubled, so that to the great mother of invention, necessity, we are partly indebted for a result which is always more satisfactory when the useful is combined with the beautiful.

The space allotted to this Grand Trophy in the centre of the tower was 900 square feet—besides which, at a distance of about twenty feet, four smaller spaces of fifty square feet each were granted to Canada, which were occupied by our most massive exhibits in products of the forest and of the mine.

CASES.

It was determined that the cases which are required for everything excepting machinery, carriages, boats, woods and minerals, should be made here, and thus be an exhibit of Canadian woods and workmanship. These, from their height, required packing boxes made of full length boards which would supply so much of the lumber required for fitting up in Paris. The boxes were put together with screws and could be taken apart without injury to the lumber.

THE "NEWFIELD."

To lessen the cost of freight on so much bulk as was formed by our cases, wood exhibits, boats, carriages and agricultural machinery, it was determined to ship them from Montreal by Government steamer "Newfield" in November, after she had delivered her lighthouse supplies. She left Montreal nearly full on the 19th November, stopping at Quebec and Pietou to take in exhibits, and reached Halifax on the 1st December. Here she was detained until the 19th, in order to restow the cargo and get more weight below for the Atlantic voyage. Although the steamer's carrying capacity is 800 tons measurement, and she was filled to the deck, the dead weight of her exhibition cargo was only 135 tons. Apart from considerations of economy there was an advantage in sending the Canadian exhibits into the Seine in a Government

steamer, with officers in uniform and the flag of the Dominion at the masthead. The "Newfield" ascended the Seine from Havre to Rouen, which port she reached on 2nd January. The arrival of the new comer with the strange flag was hailed with satisfaction as the first fruits of the French invitation, ours being the first cargo which reached the Exhibition—and France was evidently pleased that we were doing her honor in the manner as well as in the matter of our sending. At Rouen, the Chamber of Commerce, whose chairman, Pouyer Quertier, was the President of the French Senate, visited the "Newfield," and presented a gold medal to the captain on the occasion of the arrival of the first steamer flying the Canadian flag.

A 500-ton Seine barge was brought alongside the "Newfield" and received her whole cargo, the cases being piled high above the deck. Wet weather extended the transshipment until the 12th, and high water in the Seine retarded the ascent of the barge, so that it was the 27th January before she arrived at the dock in front of the Champ de Mars. Notwithstanding this delay the Canadian cases were the first delivered in the Exhibition building.

CANADA AT PARIS.

The Paris Exhibition of 1878, in extent, expenditure and magnificence, as well as in rapidity of construction, far surpassed all its predecessors, and therefore compelled a corresponding effort upon the part of every foreign country accepting the invitation to compete at a universal exhibition in the mostly richly decorated city in the world.

The following statement shows the Paris Exhibition of 1878 as compared with all the previous great international ones :—

Place.	Date.	No. of Days Open.	Number of Exhibitors.	Number of Visitors.	Covered Area in Acres	Cost.	Receipts.
						\$	\$
London.....	1851	141	13,917	6,170,000	20	1,464,000	2,530,000
Paris.....	1855	200	23,954	4,533,464	30	4,000,000	1,640,000
London.....	1862	171	28,663	6,211,103	24	2,300,000	2,360,000
Paris.....	1867	210	50,226	9,300,000	41	4,596,763	2,822,932
Vienna.....	1873	186	42,548	7,254,287	50	9,850,000	2,000,000
Philadelphia.....	1876	159	35,298*	9,910,966	75	8,330,000	3,850,000
Paris.....	1878	194	56,000	16,032,725	.....	11,000,000	2,530,750

* American, 12,289. Foreign, 23,000.

I have been unable to obtain the covered area at Paris in 1878, but on this subject Dr. Edward H. Knight of the State Department, Washington, one of the Jurors of the United States Commission, writes as follows: "The building on the Champ de Mars is stated officially to be 650 metres long by 350 broad, which reduced to our measurement will give 2,447,536 square feet; deducting 150,000 feet for two enclosed alleys, the area under roof will be 2,297,536 feet. The area of the five principal buildings at the Centennial was :—

Main Building	872,320 ft.
Machinery	504,920 "
Art.....	76,650 "
Agriculture	442,800 "
Horticulture.....	73,919 "

Total..... 1,970,409 ft.

so that the difference in favor of Paris is 327,127 feet.

"In round numbers the Paris Exposition building is one-fifth larger than the united areas of the five buildings at the Centennial. Without making a close calculation of the areas of the annexes and detached buildings either of Paris or Philadelphia, I am disposed to think that the 1876 exposition was not in excess of the present one in that respect; either exceeds, both in the main building and the swarm of detached structures, any preceding exhibition. The difference between the Paris exhibition of 1867 and 1878 is as 153 is to 240. The London Exhibition of 1862 would bear to both the proportion of 92, without any important annexes."

The assembled nations present were, from Europe—the British Empire, Russia, Austria, Hungary, Italy, Belgium, Switzerland, Norway and Sweden, Holland, Spain, Portugal, Greece, Denmark, Luxemburg, St. Marin, and Monaco; from Asia—China and Japan, Persia, Siam and Annam; from Africa—Egypt, Morocco, and Tunis; from America—United States of North America, Canada, Argentine Republic, and a syndicate of the States of Central and South America, Salvador, and Uruguay.

Mexico, with which France has no diplomatic relations, did not exhibit as a country; Germany declined, but when too late for anything else exhibited in the Art Gallery; Turkey, which had accepted, was prevented by her great war from participating in the exhibition.

The Palais of the Champ de Mars, which was the main exhibition building, enclosed a space 2,315 feet long by 1,145 feet wide, and was equally divided between France and other nations. The front and rear were formed by wide and lofty vestibules, having each central and corner domes. These vestibules were connected by long halls, with the exception of a space 213 feet wide in the centre, which separated the French from the foreign half of the industrial courts. Within this central space the art galleries were placed, having an open lane 42 feet wide upon each side of them, that upon the foreign side being called the "International Avenue," or "Street of the Nations," because upon this frontage each nation erected a highly ornamental and characteristic building exemplifying the characteristic architecture of the different countries. There was nothing of this kind upon the French side; and it was to this fact, as well as to the greater variety, etc., of the exhibits of the foreign side, that it became the principal attraction, and its vestibule fronting on the Seine, called the "Grand Vestibule," became a principal entrance to the Palace.

This vestibule, the most important portion of the British space, was entirely given up to India and the Colonies of the British Empire, for special collections illustrating their products and manufactures. The corner tower of the grand vestibule was the main entrance to the foreign machinery gallery, and, from its proximity to the British Agricultural annexes, and the celebrated Spanish "Bottle" building, as well as from its having, immediately adjoining it, the Anglo-American Restaurant, this tower became a favorite entrance, and the first object which the visitor beheld in the centre of it was the lofty Canadian Trophy surrounded by four smaller ones belonging to the same country.

CANADIAN SECTION.

The "Section" space allotted to the Colonies was at the other extremity of the British space, immediately adjoining the United States, and was a strip about 110 feet in width, extending from the "Street of Nations" to the Machinery Gallery. One-half of this width was allotted to Canada, and that the most important half, the one fronting on the "Street of Nations," the other half was occupied by the four principal Australian Colonies.

Two transverse galleries parallel with the vestibules at front and rear divided the Palais of the Champs de Mars into three sections. The first of these galleries from the Seine, the "Galerie Rapp" was a continuation of the "Avenue Rapp," the principal carriage entrance to the Exhibition. Next to the United States space came that of Sweden and Norway, which extended to the "Galerie Rapp."

The visitor to the British section, therefore, who arrived by the Porte Rapp and turned down the nearest main aisle through Sweden and Norway, and the United

States, found himself first in Canada. Thus by two principal entrances the visitor to the British section was first introduced to the Dominion.

The Canadian frontage upon the "Street of Nations," where not filled up by buildings, was closed in by glass, thus giving the advantage of light from the east, and as it was in shade after mid-day, it was, in hot weather, much cooler than the part near the machinery gallery, which was both heated and lighted from the glass roof. A transverse passage through the Canadian section opened out upon a garden space fronting on the "Street of Nations," and led across this to the Art Gallery, striking a division of the latter which, from its contents, and its proximity to the Seine and Porte Rapp, was more frequented than any other part of that most attractive section of the Exhibition.

These details have been given to show that the position occupied by Canada in the Palais of the Champ de Mars, was one which could not have been improved. Her rights of priority as a colony were cheerfully conceded upon all occasions, and justly so, because she occupied as much "Section" space as all the other colonies combined, besides being the only one amongst them which exhibited both in the agricultural and marine annexes.

The other Colonies which, with India and Canada, joined in the collective exhibit of the British Empire—were Jamaica, British Guiana, Trinidad, Lagos, Cape of Good Hope, Ceylon, Straits Settlements, Mauritius, Seychelles, New South Wales, Victoria, Queensland, South Australia and Western Australia.

THE BRITISH SECTION.

The British Section (of which Canada in common with the other Colonies formed a part) is thus described by the editor of *Engineering*: "Among foreign countries the place of honor at the Paris Exhibition has been set apart for England, her Colonies and her India Empire. The organization of the British Commission is peculiar and well chosen. For the first time in the history of International Exhibitions, no General Commission was appointed to carry out the work. At an early period His Royal Highness the Prince of Wales announced his intention of acting at once as Executive Commissioner and President. That the Prince of Wales has favored the Commission and the country by acting as President and Executive Commissioner, is not merely an honor, but is of the utmost practical value, since he brings to the work a rare ability for organization and business, and labors hard at his self-imposed task, in effect making the Prince subordinate to the President. But, in addition, it is an honor, positively more appreciated in France than in this country, that the heir apparent has thus identified himself with the marvelous monument of French greatness and industry. Equally too, the Indian Empire and the Colonies appreciate the honor of following so august a leader, and in this Exhibition at least, England has taken a part worthy of herself and of France.

The English Facade in the avenue of Street of Nations is, with its buildings, of the richest and most interesting character, and the Prince of Wales, desiring to act practically in the success of the Exhibition, consented to lend his Indian collection, for which purpose, as well as for the general exhibits of the Indian Empire, one half of the Grand Vestibule facing the Seine was placed at the disposal of this country. The western Pavilion adjoining the vestibule is set apart for Canada and the Australian Colonies.

The fourth building (in the International avenue) is a truly remarkable structure; it was built by Messrs. Cubitt & Co., who are now exhibiting for the first time. The facade was designed by Mr. Gilbert Redgrave, and is of a style of architecture occasionally met with among the old halls of Cheshire and Staffordshire. The walls which are of fine rendered cement are almost concealed by the richly decorated woodwork, the design and execution of which fall rather within the scope of cabinet work than carpentry. This house has been given by His Royal Highness the President, for the use of the Commission from the Dominion of Canada.

Canada was the only colony favored with offices upon the International avenue, and this was only one of numerous important services rendered her by the Prince. At his request the printing of our Hand Book and catalogue was done through the office of Her Majesty's stationers, at much lower rates than could be procured elsewhere.

To Sir Philip Owen, the Prince's representative at Paris, the Canadian Commission were indebted for unceasing favors. Sir Philip, however, disclaimed all acknowledgement and stated that it was His Royal Highness' express command that everything possible should be done to assist us, and to place us on the same footing as British exhibitors. At the close of the Exhibition the British exhibitors, including the Colonies, united in presenting a testimonial to Sir Philip, to which Canada was a contributor. The Exhibition was daily visited during the installation by many Parisians and strangers of sufficient influence to secure the *entrée* during installation, and Canada, as the earliest arrival, attracted on this account, more than her share of their attention; as well as that of the Parisian Press. The inquiries made showed a wonderful lack of information on the part of many Frenchmen with respect to one of their former possessions. A popular "*étrenne*" or New Year's gift for children, for January, 1878, was a "Spring Jack" or double faced dancing figure called "Po Paul and Canada," in which, while "Po Paul" was represented as a Caucasian, Canada was depicted as a negro of the most pronounced type, and the verses of the song attached to it described us as a "little negro" and a "bird of Congo." When our banners first caught the eye of young Parisians on entering the Exhibition their pleased expression showed them to be on familiar ground, and they struck up the tune and words of an apparently popular air.

To combat this idea our exhibitors cards were headed by a small sphere printed in colors which was also used as a vignette for our hand book, showing North America divided between Canada, the United States and Mexico, so that the visitor, in examining any Canadian exhibit, could not fail to know from what quarter of the world it came. Canada was thought to be a tropical country by some because we made sugar, the maple being supposed to be a sugar cane. By others we were possibly confounded with the Canaques—savages who recently revolted against the French in New Caledonia; but, from whatever cause, there was no doubt that amongst the masses the North American continent was assigned almost exclusively to the United States and Mexico.

TROPHY.

The trophy which could not be commenced until the design had been accepted by the French, was shipped on 29th January, and arrived in Havre on 28th February. Although the Palace was to have been ready for exhibits on the 1st January, the Trophy tower was not covered in until March, nor was the glazing completed and rain excluded until after the opening in May. As it was foreseen that this work could afford no loss of time, it was determined that it should be made in Canada, of Canadian woods, and, like the cases, be an exhibit of our woods and workmanship; and that it should be sent over in charge of a competent officer of the Department of Public Works, familiar with its construction, by whom it could be erected in the best manner and with the least loss of time. Mr. D. Ewart, architect, was selected for this purpose, and he accompanied the work and thus secured the greatest despatch in forwarding it.

CASES.

The erection of our cases was also a work of some considerable extent, providing as they did nearly a quarter of a mile of frontage. They were planned with frames, like glass doors of uniform size, nearly three feet in width and eleven feet in height; provided with a certain number of bevelled corners by which they could be put together, as squares or oblongs, octagons, L's or T's, and they owed a great deal

of their popularity to this circumstance. In plan, in woods, in workmanship, as well as in general effect, they were unsurpassed by any in the Exhibition. A Russian Commissioner expressed an intention to adopt the system in the future as the best he had ever seen, and the Architect of the United States Commission pronounced them the best in the building, not on account of the woods and workmanship, which were familiar to him, but, (as he said) as being the best adapted to the requirements of the position.

The exterior fronts (or sashes) only, were prepared in Canada, and tops, bottoms, partitions, and cloth or paper linings were needed to fit them for the reception of exhibits. The lumber for this was supplied by the packing cases. The fitting of the mitres, of moulding for corners, and the hanging of doors, had to be done with the erection.

Ornamental arches, galleries, minor Trophies, screens, special counters and shelving, &c., made up the work of the installation, and, without the Trophy, would have required an architect's services. It was most fortunate, therefore, for the Commission that we had in Mr. Ewart, an able and energetic architect, for this work of installation, as the cases having been designed and partly made at the Government workshop, Ottawa, he was as familiar with them as with the Trophy. Shortly after the Trophy erection was commenced, a young Canadian, Mr. W. Brymner, formerly employed as draughtsman in the office of the chief architect, at Ottawa, arrived in Paris to pursue art study, and as our work was in three different places, the Section, the Annexe, and the Trophy Tower, he was temporarily engaged to assist Mr. Ewart, who, at one time, had nearly fifty men employed. We could not afford to adopt the "rule of thumb" in any thing—in Paris. Every decoration, arch, &c., was determined by a drawing, and to this fact more, than to any other, the successful result of the *tout ensemble* is to be attributed. Every Commission had one or more architects or engineers, as members or attachés, and Canada occupied a larger and more prominent space than some of these. The French Administration embraced over twenty engineers and architects. Of the smaller countries, Switzerland, Greece and Luxemburg, Portugal, Tunis, Sweden, Denmark, Morocco, San Marin, all had architects upon their Commission, and the first three both engineers and architects. In fact, an inspection of the Champ de Mars at once shows that the great effect produced is chiefly due to architecture and engineering.

POTATO BUG.

Although exempt from Custom house search, (the Exhibition building having been constituted a bonded warehouse,) Canada and the United States, as the only producers of the potato bug, were subjected to the provisions of a law by which cases could only be opened under inspection and all packing material must be burned on the spot. This caused some delay, as the inspector could not always be found when wanted. Although an iron furnace was brought into our section, no bugs were found, and, fortunately for all parties, no burning was attempted as it might have gone farther than was intended.

INSTALLATION.

For the work of installation, where so much has to be done in so short a time, the Commission was decidedly short handed. It was, however, fortunate in securing the service of volunteers; Mr. A. J. Potter, formerly of Toronto, but now a resident of Paris, took a warm interest in our Exhibition and rendered numerous and important services to the Commission gratuitously; Mr. McElroy, also a former resident of Toronto, but now in the United States, was an exhibitor in the United States' section immediately adjoining Canada. Energetic and experienced in matters of this description, he volunteered to aid the Commission in preparing for the opening. Mr. R. Malcolm, one of the largest Canadian exhibitors, also from Toronto, and one of the few who remained in Paris after completing his own work, offered his services generally to aid the Commission, and they proved of much value.

In the original allotment of space by the Royal Commission, Canada and the larger Australian colonies were placed immediately adjoining the Mother Country, and a narrow strip between us and the United States was reserved for the smaller colonies.

As we required more floor space than was granted us, as well as a good deal of wall space, which the partition between the United States' and the British section afforded us, we made an earnest application for extension to the United States' boundary. The difficulty was how to provide for the smaller colonies if ejected, all the British space being taken up. They could only be accommodated by closing up the Indian exhibits in the grand vestibule, but to admit them into such company a costly pavilion was necessary. We had to contend with this question of cost, and a very natural opposition to the proposed condensation on the part of the architect of the Indian court. However, our claims were supported by His Royal Highness (notwithstanding the unfavorable effect on his magnificent Indian collection), by the Hon. Mr. Meade, Under Secretary for the Colonies, by Sir John Rose and Sir Philip Owen, and the space was granted. We were, however, called upon at a later date to contribute £200 sterling toward the cost of making [the small colonies, whom we had ejected, presentable in their new quarters.

The glass for the cases was to be purchased or hired for the occasion, and after experimenting with various samples, it was decided that plate glass was the only kind suitable for the purpose, and we were fortunate enough to get this put in, guaranteed against all accidents, and removed, at a cost no greater than would have been required for the purchase of sheet glass. The first outlay in either case would have been the same, and upon comparing the effect of the two qualities, side by side, the Commissioners were unanimously of opinion that the same money would be better expended in hiring the plate than in buying the sheet glass.

In erecting our cases a difficulty arose on account of a row of cast-iron columns which marked the boundaries of the Main Avenue through our section. The centre of these columns was the frontage line, and as they were only a rod apart, and all passages must necessarily come between them, there was no room for any arrangement of cases on each side of the passages which would avoid the columns. Finding that the French were themselves solving the difficulty by encroaching on the avenue and casing in the columns for their counters, we followed their example and made each column the centre of a case front, placing the glass outside of it. Notwithstanding that pleaded French precedent, we were stopped twice for trespass, probably because the Director of the Foreign Section was not the same as that of the French one, but in the end were allowed to proceed, as it was evident we could not cut our cases to conform to the regulation front and must go either immediately behind the columns or before them. To conceal the columns behind the centre glass, this glass was silvered, giving at the cost of fourteen francs each, a central mirror to each case fronting upon the Main Avenue. As there were seven columns on each side, we had fourteen of these mirrors at a total extra cost of only \$39 and as they were in all cases opposite to each other the effect was very brilliant. The seven columns upon one side were utilized by planting against them, above the cases and over the mirrors, the escutcheons of the seven Provinces of the Dominion, and upon the opposite side of the escutcheons, of the cities forming the capitals of these Provinces.

The entrances to our section from the British, the American and the Australian sides, were spanned by arches supporting the moose, the bear and the deer.

The Canadian court was well supplied with chairs of several patterns, and was therefore a favorite resting place for tired visitors.

In consequence of the incomplete state of the Trophy Tower, our work there was stopped from 14th March to 2nd April. The "Educational Court," in the section which adjoined the "garden frontage," was not glazed by the French until the end of April, and nothing could be placed within ten feet of the line without exposure to the rain. These were, therefore, the only parts of our exhibition which were not ready for the opening day, May 1st. Our position at this time is explained

in the following letter from the Right Hon. Lyon Playfair, to the Premier of the Dominion.

“ PARIS, 26th April, 1878.

“ MY DEAR MR. MACKENZIE.—I have come over here to make a preliminary inspection of the Exhibition in my capacity of Chairman of the Finance Committee of the Royal Commission, before the Prince of Wales inspects the Industrial Department four days hence. I cannot refrain from complimenting you on the admirable position which Canada has taken in the Exhibition. It is the only Colony which will be ready for the Prince's inspection on Monday next. The trophy, which is admirable, cannot be ready for ten days, but this is no fault of your agents, but of the French, who have not yet completed the building in which it is; but the general space given to the Dominion is admirably advanced, and filled with specimens of raw materials and manufactures which have surprised me. In leather and tweeds especially, I had no idea that Canada was so far advanced, in fact, all your exhibition will do much honor to the Dominion, and I have no doubt contribute to its national prosperity. You have chosen your agents well, and they have done their work well.

“ Yours sincerely,

“ LYON PLAYFAIR.

“ Hon. A. MACKENZIE, Ottawa.”

CLASSIFICATION.

The Exhibition was divided into nine groups, embracing in all 90 classes, and Canada exhibited in all the groups and in two-thirds of the classes. The groups were as follows :—

Group.	No. of Classes in Group.
1. Works of art.....	5
2. Education, processes of liberal arts, &c.....	11
3. Furniture and accessories.....	13
4. Textile fabrics, clothing, &c.....	13
5. Mining industries, raw and manufactured products.....	7
6. Apparatus and processes in mechanical industries.....	19
7. Cereals, farinaceous products and their derivations.....	7
8. Agriculture and pisciculture.....	9
9. Horticulture.....	6

Of the 90 classes into which these groups were divided, Canada exhibited in 60. The classes in which we did not exhibit were Class No. 1—oil paintings; 23—cutlery; 24—gold and silversmith's work; 25—bronzes; 28—perfumery; 31—linen thread; 35—shawls; 39—jewellery and precious stones; 40—firearms, &c.; 48—processes for bleaching, cloth printing, &c.; 56 and 57—apparatus for spinning and weaving; 59—machines for making furniture; 61—machines for making small articles; 68—military material; 70—bread and pastry; 77—horses; 78—oxen, &c.; 79—sheep; 80—pigs; 81—poultry; 82—dogs; 83—bees, cochineal and silk-worms, useful and noxious insects; 84—live fish, &c.; 85—conservatories; 87—vegetables; 88—fruit trees; 89—forest trees, and 90,—green-house plants. Of the 30 classes above named which do not figure in our catalogue, there are not more than half-a-dozen in which we could not have exhibited, in many instances successfully.

No space was allotted to us in the Art Gallery or the Machinery Gallery, and no effort was therefore required from us to exhibit in either, nor would it have been desirable, under the circumstances, that we should have attempted a display in either of these departments. We might have made a respectable figure in machinery, but only at a cost which would not have been warranted under the circumstances. The exhibition of our manufactures indicated the character of the machinery required to produce them. We were deficient in some exhibits; we had no furs. Manufacturers objected to expose valuable furs to heat, light and dust (as well as risk of theft) for six months. A good collection, and none other should be exhibited, would have been

costly, and the same money would cover more ground in other articles. Finding none of our manufacturers were sending, we applied unsuccessfully to the Hudson Bay Company, who had exhibited at Philadelphia. We had no oil-cloths (they were expected, otherwise would have been purchased), crockery and other minor articles, and in several classes our exhibits were not the best we could have sent. Many varieties (of the classes exhibited) which were shown at Philadelphia were not sent to Paris. Many Canadians who distinguished themselves at the Centennial did not enter for Paris.

The uncertainty about the space which would be granted to us, the final allotment not having been received until October, hampered the Commission, as we could not determine how far bulky exhibits such as agricultural machines, carriages and boats could be provided for. Of these as well as some other exhibits, we could command more than was wanted, but the precise quantity could not be determined until the space question was settled, and until it was known that other articles promised would be shipped. Our space in the main building was defined, but that in the annexe was not settled until the exhibits arrived. Our position in the Annexe was similar to that in the Section, as it was between Great Britain and the United States, and we could only obtain about half the floor space required. We proposed to widen our section to the dimensions of the United States annexe, which was much wider than that of England. This would have involved the removal of some trees that had been planted in the angle formed by the projection of the United States annexe, and on that account, possibly, our application failed. We were, therefore, compelled to construct galleries for the carriages, giving the floor to agricultural machinery as the more important interest. One carriage exhibitor has complained of this arrangement.

MANUFACTURES.

In all the raw products, of agriculture, the forest, the mine and the fisheries, the Commission could secure a representative exhibit, these fields to a great extent being under the control of the Government. But in the important class—Manufactures, that which showed the progress and civilization of the country, we were, in the absence of the purchase system pursued on former occasions of exhibitions in Europe, dependent upon the enterprise of individuals; and although numerous applications for space had been received, the result could not be determined until shipment was actually made. It was desirable that our exhibit of manufactures should be more varied than extensive; indeed, if the latter it could not be made upon the limited space assigned. In the majority of cases, samples only could be exhibited.

The Dominion having in the North-West a great field for immigration, the object of the Commission was to show not only our agricultural and mineral capabilities, but the existing state of manufactures, that the immigrant might know what he could procure in the country, and at what price. It was no doubt due to the variety in a small compass, as much as to the quality of the articles exhibited that the Canadian section received such general commendation from visitors. Standing in the centre of the Canadian court, the visitor, without changing his position, could see a greater variety of exhibits than in any other court, and the natural impression produced was that the country (of which perhaps he had before heard little) produced almost everything. Another cause of success was its completeness; in this respect it was more so than that of the Mother Country. England made no national exhibit in geology, botany or civil engineering, and for an exhibit of these at Paris, the collective British empire was indebted to Canada. The Canadian mineral collection was, owing to the energy and ability of Mr. A. R. C. Selwyn, F.R.S., F.G.S., the Director of the Geological Survey, one of the largest, most complete and interesting on the Champ de Mars. An editor from one of the American cities on the Canadian frontier volunteered the opinion that the Canadian exhibition was superior to that of his own nation, in that it gave a better idea of the country to a stranger; and the editor of *Engineering*, the highest authority, said that our Engineering Court was one of the

most interesting in the whole Exhibition. These two exhibits each received the highest award—the “Diplome d'honneur,” equivalent to a “Grand Medal.”

All our exhibits were illustrations. The photographs gave a vivid idea of Canadian life, sports, costumes and scenery.

Another cause of success was the exceptional size of some of our exhibits. We had the largest tree, the largest minerals, the largest map, and the most lofty trophy in the Exhibition. There being no galleries in the Palace of the Champ de Mars, the trophy was ascended by tens of thousands to get a view not to be had from any other quarter. The Dominion map was not only remarkable for its size—in execution it reflected the highest credit upon Mr. J. Johnston, Chief Draftsman Department of Interior, and his assistants.

DECORATION OF TROPHY.

The clothing or decoration of the Trophy was a somewhat embarrassing question to deal with, because it admitted of so much variety of treatment. By the terms of the concession the Trophy was to represent the “products and manufactures” of Canada. A finished architectural exhibit in itself, it was, unclothed, an exhibit of woods and workmanship; but it was intended, with its surroundings, to be an epitome of the country. For decoration, flags and escutcheons were resorted to. The centre of both the upper balconies, with their eight faces (four to each), were utilized for the display of eight escutcheons,—those of the Dominion and her seven Provinces, supported by flags; and the four sides of the lower balcony had each three escutcheons, thus representing twelve of the principal cities of Canada. The four sides of the Trophy were, as far as practicable, treated with exhibits representing the field, the forest, the mine and the sea. The principal front was assigned to agriculture, and a plough of superior workmanship was planted on the balcony railing over the main entrance below. Harrows and other agricultural implements were suspended above or grouped between the openings in the framework. The side assigned to the forest was opposite the smaller trophy of wood in the rough, and was decorated with various manufactures of wood. The opposite face, devoted to the sea, illustrated our shipping interests by models of vessels, cordage, tackling, steering-wheels, etc. The remaining face, the mine, was the one opposite our coal trophy, and facing the British Machinery Gallery, and could only be practically illustrated by manufactures, the products of the mine, as we could not suspend or attach raw minerals to the trophy. This would have been unnecessary, because we had a smaller trophy showing our minerals, opposite that side of the grand Trophy which was devoted to the sea. The Atlantic, Arctic and Pacific slopes of the Dominion were represented by specimens of the black, white and grizzly bear, on each side of the doorways, holding baskets for visitors' cards.

The Trophy cases were dressed in a very effective manner by Dr. May. The two front ones were occupied by plumbago and petroleum, crude and manufactured; of the other two, one was filled with the smaller manufactures of leather, wood and iron, and the other with “food products,” samples of grain, bottles of ale, wines and liquors, models of fruits (natural size), apples, pears, peaches, plums,—admirably executed—preserved fruits and fish, salmon, lobster, etc. The cases of petroleum and plumbago in the Trophy were equal to anything of the kind in the building, and both exhibits received the gold medal, as well as the decoration of the Legion of Honor.

Dr. May also arranged in a most effective manner the Food Court in the Section of which the numerous and fine fish of our inland waters was the most conspicuous feature, together with game, fruits and cereals. The entrance to this court was surmounted by a trophy composed of full sized and well colored models of Canadian field and garden vegetables.

Upon a counter under the large map of the Dominion was exhibited specimens of “Flora Canadensis” a collection of 2,769 species arranged in their natural order by Professor Macoun, of Belleville, who also exhibited a collection of 140 species of Canadian medicinal plants in general use.

SMALLER TROPHIES.

Of the four smaller trophies around the larger ones, those on the two sides and the rear were almost the same height, 18 feet; but the one in front was simply a counter with a glass case covering a massive block of plumbago. This was kept low so as not to interfere with the view of the visitor on entering as it lay directly between him and the front of the grand Trophy.

Among the smaller trophies, the timber one, in consequence of its containing the section and plank of the Douglas fir tree, eight feet in diameter, from British Columbia, attracted more attention than anything else exhibited. An inscription stated that the tree from which these were cut was over 300 feet in height and 566 years old, and that it was 183 years old when Columbus discovered America. The age could be verified by counting the rings, the diameter was before them and was a guarantee of the height, and everybody understood a tree, and almost everybody had heard of Columbus. The rustic visitor amidst so much to bewilder him, was evidently pleased with meeting with something he could understand, and hence crowds were always in front of this exhibit counting the rings and measuring or spanning the diameter.

This trophy was crowned at the top with a growing specimen of the same evergreen, the "Abies Douglasii," procured from one of the nursery exhibits outside the palace. The coal trophy was supplied by the Nova Scotia coal owners, and was in the form of a pyramid with a timbered gallery or tunnel through the base, in which was a coal truck on rails. The base was supplied by the Pictou Coal Association, from the Albion, Acadie, Intercolonial, Vale and Nova Scotia mines; and the top from twelve of the Cape Breton mines. The mineral trophy was composed of our largest masses of iron, copper, phosphates, &c., surmounted by a large gilt octahedron representing in the form of a gold crystal the actual bulk, in that shape, of the total quantity of gold produced in Canada up to 1877.

The Trophy tower was not opened to the public until June, because until the glazing of the sides was completed we could not risk our exhibits where the driving rain storms, so frequent in Paris, would reach them. The Prince of Wales ascended the upper balcony where he tasted some samples of native Canadian wine and expressed his satisfaction in the warmest terms with the Trophy and its decorations. His Royal Highness moreover cabled his opinion to Ottawa.

Exhibits were coming forward until the latter part of June. The fine maps of the St. Lawrence from Lake Ontario to Quebec, sent by the Montreal Harbor Commissioners, did not arrive until the 17th June.

The grand Trophy with the coal and mineral trophies were presented to the French, who have decided to reserve that portion of the Palace of the Champ de Mars fronting the Seine for a grand museum, and who have expressed great satisfaction with this disposition of the Canadian trophies. The grand Trophy was, of course, stripped of its decorations and exhibits. In itself it could probably be utilized by our Government or people for contributions to the French museum, and to bring under the notice of Europe such of our products and manufactures as we may hope and desire to send them.

COLONIAL MUSEUM.

The question of a Colonial Museum, which has been agitated for years, was naturally taken up afresh on this occasion of the finest display which has ever been made by the empire and her colonies. Canada was invited to join the other colonies in an address to the Prince of Wales, thanking him for the active personal interest he had taken in the Exhibition. Doubtless, the fact that the Prince had given so much personal attention to the work of the British Commission at Paris, suggested the idea that he would consent to place himself at the head of a Colonial Museum, and thus secure its success. The object to be attained, as set forth in the address is shown in the following extracts. "We believe that the erection of a permanent Colonial Museum in London, where the products and manufactures of Her Majesty's

more distant possessions might at all times be on view, would diffuse throughout the Mother Country a better knowledge of the nature and importance of the resources of the several dependencies of the Empire, would facilitate its commercial relations, and aid the researches of men of science. It would assist in marking the progress achieved from time to time, and afford valuable information to intending emigrants. We therefore venture to approach your Royal Highness with the earnest prayer that you may be pleased to further the movement by giving to it your personal interest and co-operation. The nucleus of such a collection as is contemplated might be at once commenced with articles now in Paris, and we beg of your Royal Highness to prevent their dispersion by using your influence to secure at least temporary accommodation for their exhibition in London until further steps can be taken."

The Prince, in reply, said: "I avail myself of the opportunity of expressing my warm acknowledgement to the Governments of the various colonies you represent, for the cordiality with which they acted on my invitation, as President of the Royal Commission, to participate in the Paris Universal Exhibition of 1878, and my thanks are no less due to you, fellow Commissioners, for hearty efficient co-operation afforded during its progress. The remarkable display of colonial produce and manufactures cannot but have impressed all who have witnessed it, with the rapid progress which the different colonies have made, and with the great future which awaits them. I agree with you in thinking that many advantages would flow from the establishment, in London, of a museum displaying, in an adequate measure, the varied and rich productions of the colonies. The practicability, however, and the mode of carrying into effect such a scheme, must necessarily require mature deliberation on the part of your respective Governments, and its success must depend upon their readiness to provide means to found and support it. But, wishing to promote an idea containing so much to recommend it, and presented to me from my fellow workers in the exhibition, it will give me pleasure in the meantime to apply to the Commissioners of the Exhibition of 1851 for the space requisite for the preservation during the ensuing year, of such goods as you may desire to retain as a nucleus of a permanent collection. During this interval, time will be afforded to your Governments for the necessary considerations of the scheme, and, meanwhile, I can but assure you of the warm interest with which I shall continue to regard every proposal tending to knit more closely the colonies with each other and with the Empire at large."

A strong desire was expressed by Sir John Rose and Sir Philip Owen to secure the Canadian cases for the proposed Colonial Museum in the event of its becoming a fact—Canada to be credited with their cost. The Canadian Government decided to offer the cases and other Government exhibits in wood, mineral and agricultural products, and natural history specimens to Kensington Museum upon the conditions of their being handed over to the Colonial Museum, if and when established, and of their being accepted as they stood at Paris. Some difficulty arose as to who would provide the cost of packing and transfer to London. The Kensington Museum had no funds for the purpose, there being no absolute gift to it, while the Museum for which they were intended was not in existence.

Sir Philip Owen has, however, assumed these disbursements on the understanding that should the scheme of a Colonial Museum fall through, the Canadian exhibits, cases included, are to be sold for account of the Government of Canada, less the amount advanced by Sir Philip to bring them to London. As our instructions from Ottawa were to sell these exhibits where they stood in Paris, failing their acceptance by Kensington on the terms proposed, the arrangement is evidently the most advantageous for Canada,—as, without further outlay, free storage being provided by His Royal Highness the Prince of Wales, it postpones the sale, and transfers it from Paris to London, substituting a sale at leisure for a forced one under the worst conditions. None of these exhibits except wood were merchantable, and they could have brought but a fraction of their value in a market so overstocked as Paris was at the close of the Exhibition.

RETURN OF EXHIBITS.

Instead of returning exhibits free of expense to the owner, as we did for the Centennial, and as was done at Paris by the United States, Sweden, and all other countries except England and France, the Commission had engaged to sell them for the owner, and had provided that they would be sold for his account unless ordered back by him at his special request and expense.

On our arrival in Paris we found that the Royal Commission had no room to spare in their empty case shed, and we could only preserve our empty packing cases by leasing a lot and erecting a shed, or paying storage and cartage rates as well as insurance in either case. The cases belonging to the Government exhibits were not to be returned, but were intended to be used as lumber for the installation. As we required more lumber than the Government cases would supply, it was decided that it would be cheaper to use the material of all cases rather than store any, and, if necessary, make them up again from the same material, which we were obliged to remove after the close of the Exhibition. The lumber required for the installation if purchased in Paris would have cost us \$3,000, or more than the cost of making up all the return packing cases required.

SALES.

At an early stage it appeared as if almost everything would be sold, as the Canadian prices generally compared favorably with European ones, especially in all those manufactures in which the products of the forest or of agriculture furnished the raw materials, as woollens, leather and its manufactures, carriages, boats, agricultural machines and implements, wooden ware, brooms, &c. If delivery could have been at once made, many visitors from outside of Paris would have purchased, who were unwilling to do so and wait the close of the Exhibition, taking all risks in the meantime. As it was, Canada sold as much in proportion as other foreign countries. Sales at the close of the Exhibition were under the disadvantage of being in a measure forced upon a glutted market from which nearly all but Parisians had retired.

An inspection of invoices after the "Newfield" sailed from Montreal showed in some cases prices which we could not hope to realize, and in consequence a circular was sent on 30th November, 1877, requesting the exhibitor to notify the Commission at Paris before 1st May, 1878, whether his goods were to be sold or returned at his expense, and if sold, whether the invoice values were the lowest which could be accepted. To those who took no notice of this circular, application was again made on 19th September, 1878, for instructions. At the close of the Exhibition a number of exhibitors had failed to give any instructions, and had thrown upon the Commission the responsibility of dealing with their property under the regulation as to sale. The question was how far the power to "sell" gave the power to "slaughter;" and also, in the absence of any instruction, whether the Commission would be warranted in making any greater discount than the cost of returning the goods, without becoming liable to the owner. For some goods no offer at all had been received, and for others the offers could not be accepted. If there was a determination to sell at any price, the only safe course would be by auction, and as this was not permitted within the Exhibition, it was necessary to withdraw the articles from bond by paying duty and octroi, transport them to a Paris auction room, assuming all charges of sale and storage, and take the risk of what might have been bid upon articles which had been exposed for six months before all the world without finding a purchaser. There was no certainty that the goods would bring the amount which the Commission must have advanced to bring them to sale, which in every case would have been many times more than the cost of re-shipping C.O.D. to Canada. The latter course was therefore adopted. In many cases the Commission was authorized to sell for the best obtainable terms, by parties who did not want their goods returned. The complaints received from some of these, as to prices obtained, indicate the result which would have followed if we had exercised the implied powers under regulation 19,

and had sold all. In only one case was an auction sale attempted. This was furniture, the property of a bankrupt estate which was ordered to be sold, but was somewhat damaged by exposure in the Exhibition until after the 20th December, it having been under seizure up to that time. It had been seized at the instance of New York creditors, who withdrew their seizure after the Commission had closed its labors at Paris. The expense of sale were about 30 per cent. of the proceeds, and would have been much more if the duties had been based upon the invoice value instead of a mere fraction of that amount. The sale did not realize 15 per cent. of the invoice, and the assignee threatens the Commission with an action for furniture slaughter. About 100 exhibits were sold by the Commission in whole or in part, and some seventy were reshipped to Canada, all but about twenty of which came back by order of the owners. The remainder were sold or removed by exhibitors or their agents in Europe.

RETURN FREIGHT.

Tenders were taken for the freight on return goods and the lowest was accepted. The rate of 50 shillings sterling per ton measurement, covering all charges from the exhibition buildings to destination on the route of the Grand Trunk Railway, was a sufficient price. The contractor was the Rapid Foreign Express, "Le Francois & Co., 128 Broadway, New York," professing to represent the Messageries Parisiennes, on whose stamped paper the tender was made, and whose bills of lading were used by them. Mr. Perrault, the French Secretary, reported favorably as to the standing and character of the company. The goods have come forward with rates in all cases about double that expected, one of the charges being insurance, which, if effected, was not authorized by the Commission. Our regulations throw the onus of insurance on the exhibitor.

REGULATIONS.

1st. The regulations give the Commission the right of selecting and excluding articles inconsistent with the purpose and decorum of the Exhibition. This does not give the right to exclude articles which by their bulk or weight would be, in proportion to their value, excessively costly to transport and handle. We had two monuments and a bulky piece of flour mill machinery, which, not finding purchasers had to be returned at a heavy expense to the owners. The exhibitors were not only not excluded by the regulations, but had been invited to send by the circulars and advertisements issued. Each of the above massive exhibits received the silver medal which should be considered as compensation for the expense which they involved. Upon such an occasion as this it is very questionable whether a Commission would be justified in refusing an exhibit upon which we paid the freight outward, because it was expensive to handle. There was a vast difference in this respect between an exhibitor of agricultural machinery and one of buttons, but both were equally eligible for the benefit of free carriage to Paris.

2nd. It may be assumed that the articles to be forwarded, can in all cases be inspected before shipment, but on this occasion exhibitors had only a few months for preparation, and were working to the last moment before packing to ship by the "Newfield." It would have been impossible to have detained them in more than a hundred localities for inspection by any ordinary staff. Moreover, when the space is taken and the country committed to fill it, it is not safe to reject anything until it is known that something better can be procured; and in such cases it is always better to have too much than too little. It is impossible to determine accurately beforehand the quantity of various exhibits required to fill a given space. As regards the main space, that must be filled with the best material obtainable, and to secure this it is desirable that there should be a sufficient annexe as a store-room or warehouse to be drawn upon for this purpose. The elasticity secured by this system will prove invaluable.

COST.

The cost of the exhibition though large has not been excessive or disproportionate to the result obtained, and the objects in view, which were, the introduction of the Dominion to the nations of Europe as a field for immigration, and of Canadian products and manufactures to the markets of the world.

If our expenditure had been in proportion to that of one of the Australian colonies, with not one-fourth of our population, and occupying less than one-fourth of the space we did at Paris, it would have been doubled.

All our surroundings were expensive. Mr. Frederick Young states that "fourteen of the principal British exhibitors spent amongst them in the general industrial gallery, no less a sum than £80,000 sterling, all but £1,700 of which was the outlay of private individuals." In the machinery galley twelve British exhibitors expended £31,700 in freight, fittings and wages. The outlay for decorative purposes, however, formed but a small percentage of the expenditure. The exhibition of our public works, involving a considerable outlay in maps, plans and models was a new feature, as were the Canadian trophies, which, from their character and position, could not be rudely dealt with. The hand-book with its maps, sections and descriptive catalogue, was also a new feature in our practice. A large portion of the information in this hand-book was prepared by Mr. F. J. Falding, of the Department of Justice. The cases were an exhibit as well as a necessary part of our stock, and the extra expenditure upon them in wood, workmanship and glass did more to raise the whole character of our exhibition than the same amount could have done if expended in any other manner.

Over three thousand dollars were paid for space, Canada being obliged to construct galleries in the portion of the annexe purchased at a cost of £300 from the Royal Commission.

In view of all the surroundings, the Commission reported to Ottawa in March, 1878, what the probable outlay at Paris would be, and this estimate was revised in June, showing that about half the appropriation would be required for expenditure upon the other side of the Atlantic. This estimate has not been exceeded.

The outlay for cases, trophy, maps, &c., hand-book, space, models and photograph of public buildings, flags and escutcheons exceeded \$40,000, all of which, with the exception of cases, were items which do not figure in the cost of our exhibition at Philadelphia. They were all essential to our success, as owing to the limited space we obtained at Paris, and the meagreness of our catalogue as compared with that at Philadelphia—where we had four times the space and four times the number of exhibits—we had to make up for deficient quantity by quality.

RESULTS.

The question will naturally arise, What has Canada gained by this expenditure? The Old World nations have exhibited chiefly for the purposes of a market, which, except for raw materials, depends upon legislation more than upon the cost of production. Some of them exhibited apparently more as a matter of prestige than of business. But with America and Australia, while exhibiting their manufactures and raw productions, the prominent idea of their Commissions was to show their country as a field for emigration.

Canada as the possessor of the largest tract of unsold arable land nearest to Europe has certainly as much to gain from such an exhibition as any country in the world.

Secondly.—Canada has made herself known at Paris in such a manner that, so far as tariffs or treaties may permit, she will have an opportunity to compete with the United States in those manufactures common to both countries, which can find a common market.

Thirdly.—The effect our display must naturally have upon France and other European countries must do much to secure to us the advantages of the most favored nation clause in any future negotiations for reciprocal trade. The duties upon Cana-

dian agricultural machinery and implements entering France are from three to five times greater than upon the same articles imported from England, because Canada is excluded from the operation of the commercial treaty between England and France—although its provisions apply to India cotton and Australian wool and jute. The French “Treaty” Tariff is in force with Great Britain, Belgium, Italy, Switzerland, Sweden and Norway, the Netherlands, Portugal, Austria, the Ottoman Empire, the German Empire and Russia; and (with the exception above stated in favor of India and Australia) they apply only to native or manufactured productions of the *European possessions* of the contracting parties.

Lastly.—The effect of this first exhibition by the Dominion was probably as great upon England as upon France, possibly greater than had it taken place in London. As a part of the Empire, we were visited and noticed by English visitors perhaps more carefully than we would have been at home. A new generation has arisen in England since Canada exhibited there in 1862, and England now is ripe for emigration upon an extensive scale.

LESSONS.

There were some exhibits at Paris which had a special interest for Canada. One of the most interesting of these was that of the salt water aquarium on the Quai D’Orsay, devoted chiefly to the exemplification of oyster culture—for which France is famed.

The export of American oysters to Europe for six months in the year have become an important trade, and as time is an element, the fastest steamers are selected to carry them.

The Canadian oyster beds being nearly two days nearer than the American ones, and the quality of the oysters superior to the latter, they ought to find a market in Europe if they can be produced in sufficient quantities and be planted where they can be fished and shipped during the winter months. The Gulf oysters have hitherto been excluded from our own markets, except for a month or two in the autumn, by the closing of navigation and the exposure to frost by land carriage.

OYSTER CULTURE.

The French mode of cultivation is explained by the exhibitors as follows:—“On both banks of the Rivers Auray and Trinité are situated thousands, or rather millions, of collectors of spate, which, during the months of June and July, receive the living molecules deposited by the mother oyster.

“These collectors are composed of tiles pierced by two holes, through which a galvanized iron wire is passed to retain them, to the number of twelve, in a crossed position around a fixed stake, the entire arrangement being technically known by the name of a ‘bouquet’ or champignon (mushroom) collector.

“The tiles used in the construction of these collectors are prepared by being immersed in lime water and then dried in the sun. The collectors are then planted in the oyster parks at low tide.

“In the separation of the young oysters from the tiles, which takes place in the month of March, two methods are employed. They are either removed with a knife and deposited in cases of galvanized wire netting, to protect them from the depredations of their enemies, such as crabs, shrimps, &c., or the tiles are so broken that each young oyster remains attached to a portion which affords it protection.

“Thus treated it can be thrown back in the park without danger. Small hurdles, constructed of from four to five scantlings and plastered with lime, are also used as collectors. These are placed in position, one over the other, while the parks are uncovered during low water of spring tides.

“Each year considerable numbers of tiles and hurdles are placed in the rivers, and the young oysters are gathered by hundreds of millions.”

BEET SUGAR.

The display of beet root sugar at Paris was one of the most suggestive in the Champ de Mars. France possesses 500 manufactories, producing 437,800 tons of sugar valued at \$65,670,000. This is the result of a Napoleonic policy adopted when the blockade of her ports cut off the supplies of cane sugar. Now, the beet sugar undersells cane sugar in the English market.

Russia has imitated France's example and is now nearly, if not quite, independent of the cane; and, as a question of climate, what Russia has done Canada can undoubtedly do. Our beets, in saccharine qualities, are believed to be superior to those of France; and root cultivation is more beneficial to the country in every respect than grain crops.

The chief difficulty is that the capital required for the manufacturing "plant" is so much greater than that required to produce the vegetable one, or raw material—that the first cannot be expected without the guarantee of a supply of the second, and if this cannot be secured in the proper localities, upon some reliable contract system, the companies must become growers as well as manufacturers of the beet.

PAPER PULP.

Belgium made a remarkable display of paper pulp or "paté," showing also the different woods and grasses which furnish the raw material: amongst these the poplar, so abundant in Canada, ranks very high. The exports of paper from the United States within the last ten years has grown from nothing to over a million of dollars annually. In 1873 the imports of paper into the United States were \$1,326,160, and their exports, \$652,332; and in 1878 the imports were \$135,487, and the exports, \$1,108,318. With our water power and raw material, Canadian paper should become an article of export.

FRUIT.

The exhibition of fruit at Paris proved that in almost every kind which our climate produces, Canada would have been a successful competitor. This has become an important article of export from America to Europe; almost every steamer from New York to Liverpool or London takes from 500 to 1,000 barrels of apples during the autumn and winter months. In one month 90,000 barrels of apples have been landed at Liverpool. In 1861 the exports of fruits from the United States was valued at \$269,000; in 1871, \$509,000, and in 1877, \$2,937,025; the increase in five years exceeded 500 per cent. It might be necessary for us to store our apple crop at Halifax or some other winter port before navigation closes, or before severe frost, in order to ship throughout the winter, unless frost-proof cars can be afforded which will transport them without freezing or over-heating.

WOOD.

The exhibition of the French administration of the forests, in a special wooden building of great beauty, in the Trocadero Park, contained specimens of all the small manufactures of wood, or of those in which wood formed a part, as wooden shoes, handles for iron instruments, brush handles, etc. France would afford a market not only for our lumber, but for manufactures of wood if the patterns suited to the wants of the people were obtained and copied; provided always, that reciprocal trade is established and return cargoes received.

PHOSPHATE OF LIME.

The estimated production of phosphate of lime in France, in 1877, was about 120,000 tons of a quality ranging between 20 and 40 per cent. of phosphoric acid. As she is a large importer, a direct trade would give the highest value to the superior Canadian phosphate, which now reaches France only through Great Britain.

AWARDS.

The number of awards made to Canada was:—

(1.) Diplomes d'honneur.....	2
(2.) Gold Medals.....	23
(3.) Silver Medals.....	46
(4.) Bronze Medals.....	92
(5.) Honorable Mentions.....	100
	263

The awards are classed from highest to lowest, as "Grand Medals" and "Gold," "Silver" and "Bronze Medals," and "Honorable Mentions." Medals were only granted to individuals or private companies or manufacturing firms. Governments, public companies, societies and institutions received only diplomas equivalent to the medals, on which diplomas the medals were enclosed, and gilt, silvered or bronzed, according to their value. A similar diploma accompanied each medal. Individuals, representing institutions, received only the diploma without the medal. Where several awards were made to the same exhibitor only one medal, the highest, was granted, with diplomas for the others.

Canada received two diplomas of the highest class, called "Diplômes d'honneur," equivalent to a "Grand Medal." These were granted to the Geological Survey and to the Minister of Public Works. She also received 23 gold medals and diplomas, 46 of silver, 92 of bronze, and 100 honorable mentions, in all 263 awards. The French authorities in transmitting the awards do not state the specific exhibits for which they were granted, and the diplomas state nothing upon their face except the class in which the award is made. As there are several exhibits in the same class made by the exhibitor, there is no means of telling whether the award is for one or all. For this reason I am unable to fill in fully or correctly the column for "Exhibits."

The classification was so generalized that in some cases several juries passed upon the same articles, giving different awards.

Our awards at Paris were more numerous in proportion to the number of exhibitors than at Philadelphia, as at Paris there were 263 awards to 534 exhibitors, and at Philadelphia there were 436 "Centennial Medals" to over 2,000 exhibitors. Over 100 of the exhibitors who took medals at Philadelphia in the same classes in which we exhibited in Paris did not send to the latter city; on the other hand we had over 100 exhibitors at Paris who were not represented at the Centennial.

As usual in all these cases there was some injustice done. Some of our best exhibits received little notice by the jurors. This was owing to the different views taken by the juries; some awarding only to the best, others to the good in all classes and countries. Some juries gave, therefore, gold and silver medals where others would only have given bronze and honorable mentions.

The awards and number of exhibitors by Provinces were as follows:—

	Exhibitors	Grand Medal.	Gold.	Silver.	Bronze.	Honorable Mention.	Total Awards.
Dominion.....	1	2	5	.....	1	1	9
Ontario.....	328	.....	12	21	47	58	138
Quebec.....	197	.....	6	20	36	26	88
Nova Scotia.....	32	.....	1	4	6	9	20
New Brunswick.....	8	.....	.....	1	2	3	6
Prince Edward Island.....	25	.....	.....	.....	.....	2	2
British Columbia.....	29	.....	.....	.....	.....	1	1
Manitoba.....	4	.....	.....	.....	.....	.....	.....
	534	2	24	46	92	100	264

NOTE.—One of the gold medals was granted to the collective educational exhibit of Ontario and Quebec, and has been added to both, making the totals for these Provinces one more than received by both.

A detailed statement of awards will be found annexed to this report.

Out of our total of 534 exhibitors, nearly one-third or about 171 were exhibitors of grain samples. These exhibits were treated as a collective one, for which the gold medal was awarded to the Department of Agriculture. It has been determined to grant a certificate from the Canadian Commission to the contributors to this collective exhibit stating this fact.

Deducting these 171 exhibitors and the Dominion awards, the remaining 361 exhibitors received 255 awards. Of these grain sample exhibitors, 123 were from Ontario, five from Nova Scotia, twelve from Prince Edward Island, four from Manitoba, and twenty-seven from British Columbia. The Commissioner of Agriculture, Quebec, contributed a collection of fifty-six samples from that Province: Mr. Selwyn also contributed a collection of samples of British Columbian grain. Excluding these 171 exhibitors, to whom, collectively, one award was made, the proportion of awards to exhibitors would be as follows:—

	No. of Exhibitors.	No. of Awards.	Percentage Awards.
			per ct.
Ontario	205	138	67
Quebec	107	88	82
Nova Scotia	27	20	74
New Brunswick	8	6	75
Prince Edward Island	13	2	15
British Columbia	1	1	100
Manitoba			

This explains why Manitoba does not show any awards as a Province. Her exhibits were samples merged in collective ones, or were exhibited through the Dominion Departments.

I have to acknowledge the support and assistance rendered to me by the Hon. A. Mackenzie, Premier, the Hon. C. A. P. Pelletier, Chairman, and my fellow Commissioners Sir John Rose, Mr. Gordon Brown, Mr. Drolet and Mr. Duffus, as well as to Mr. Selwyn, who not only ably represented the Department over which he presided, but gave his assistance freely as well in preparation for as during the exhibition, and generally in all matters connected with it.

In explanation of the length of and detail in this report, I have felt so strongly the absence of similar reports of previous exhibitions, that I have considered it imperative upon me to put upon record the various points which will have to be considered when in the future the country is called upon and decides to embark in another International Exhibition.

THOMAS C. KEEFER,

Executive Commissioner, Canadian Commission, Paris Exhibition 1878.

OTTAWA, 30th April, 1870.

CANADIAN COMMISSION.—PARIS EXHIBITION, 1878.

LIST OF AWARDS.

REFERENCES:

D.H.—*Diploma of Honor, equivalent to "Grand Medal."*
 D. & G.M., S.M., B.M.—*Diploma and Gold, Silver and Bronze Medals.*
 D.G., D.S., D.B.—*Diploma of the value of Gold, Silver or Bronze Medals.*
 H.M.—*Honorable Mention.*

CLASS 6.—EDUCATION OF CHILDREN, PRIMARY INSTRUCTION, INSTRUCTION OF ADULTS.

EXHIBITOR.	ADDRESS.	PROVINCE.	EXHIBIT.	AWARD.
Canadian School Apparatus Co....	Toronto	Ontario.....	Publication, &c.....	D. & G.M.
Christian Bros. School	Quebec.....	Quebec.....	.....	D. (G.)
Chanteloup, E.....	Montreal	do	School desks	D. & S.M.
Carter, J. B.....	Toronto	Ontario.....	Blackboard, &c.	H.M.
Copp, Clark & Co.....	do	do	School books	do
Chauveau, Hon. Mr.....	Quebec.....	Quebec.....	Collaborateur.....	D. (G.)
Deaf and Dumb Institute (Males)	Montreal	do .....	.....	D. (B.)
do do (Females)	do	do .....	.....	do
Educational Departm't of Ontario	Toronto.....	Ontario.....	.....	D. (G.)
do do Quebec.....	Quebec.....	Quebec.....	.....	do
Hodgins, Dr. (Collaborateur).....	Toronto.....	Ontario.....	Collaborateur.....	do
Institute for Blind	Montreal	Quebec.....	.....	D. (B.)
Langelier, L.	Quebec.....	do	Reading apparatus.....	D. & S.M.
Miller, A., & Co.....	Toronto	Ontario.....	Text books, &c.	H.M.
Montpetit, M.....	Quebec.....	Quebec.....	Books	D. & S.M.
Novelty Works (James Smart) ...	Brockville ..	Ontario.....	School desks.....	H.M.
School of Art and Design.....	Montreal	Quebec.....	.....	D. (B.)
Rolland & Son.....	do	do	Collection of school books...	H.M.

CLASS 7.—ORGANIZATION AND APPLIANCES FOR SECONDARY INSTRUCTION.

Baillairge, E.....	Quebec.....	Quebec.....	Stereometrical instruments...	H.M.
Education, Department of, Ont...	Toronto.....	Ontario.....	.....	D. (G.)
do do Que...	Quebec.....	Quebec.....	.....	D. (S.)
do do do	do	do .....	.....	D. (G.)
May, Dr. S. P.....	Toronto.....	Ontario.....	Zoological specimens	D. (B.)
Polytechnic School.....	Montreal	Quebec.....	.....	D. & S.M.

CLASS 8.—ORGANIZATION, METHODS AND APPLIANCES FOR SUPERIOR INSTRUCTION.

Government of Ontario for Uni-	Toronto.....	Ontario.....	.....	D. (S.)
versity	Quebec.....	Quebec.....	.....	do
Government of Quebec do	Belleville.....	Ontario.....	Flora Canadensis.....	D. & S.M.
Macoun, Prof.	Montreal	Quebec.....	.....	D. (S.)
McGill University College.....	Toronto.....	Ontario.....	Reports	do
Hon. E. S. Wood, Minister of	Toronto.....	Ontario.....	.....
Agriculture.....				

CANADIAN COMMISSION.—Paris Exhibition, 1878.—List of Awards—Continued.

CLASS 9.—PRINTING BOOKS.

EXHIBITOR.	ADDRESS.	PROVINCE.	EXHIBIT.	AWARD.
Copp, Clark & Co.....	Toronto.....	Ontario.....	Books on general literature..	H.M.
Collective Exhibitj.....	Canada.....	Quebec.....	(Provincial).....	D. (G.)
"Globe" Printing Co.....	Toronto.....	Ontario.....	Letter-press printing.....	H.M.
Hunter, Rose & Co.....	do.....	do.....	Collection of books.....	D. & B.M.
Miller, Adam & Co.....	do.....	do.....	Canadian School Junior.....	H.M.
Mowat, Hon. Oliver.....	do.....	do.....	Revised Statutes of Ontario..	do
Minister of Education, Hon. A. Crooks.....	do.....	do.....	Collection of works.....	D. (S.)
Perrault & Co.....	Montreal.....	Quebec.....	Fancy and commercial print- ing.....	H.M.
Rolph, Smith & Co.....	Toronto.....	Ontario.....	Specimens of engraving.....	D. & B.M.
Warwick, W.....	do.....	do.....	Books on general literature..	H.M.

CLASS 10.—STATIONERY, BOOK-BINDING, PAINTING AND DRAWING MATERIALS.

Dominion of Canada Plumbago Co.....	Ottawa.....	Ontario.....	Collection of pencils.....	D. & G.M.
Dominion Leather-Board Co.....	Montreal.....	Quebec.....	Samples of leather-board.....	H.M.
Hunter, Rose & Co.....	Toronto.....	Ontario.....	Book-binding.....	do
La France.....	Quebec.....	Quebec.....	do.....	D. & B.M.
Rolland & Sons.....	Montreal.....	do.....	Commercial blank books.....	H.M.
Taylor Bros.....	Toronto.....	Ontario.....	Specimens of printing, &c.....	do

CLASS 11.—GENERAL APPLICATION OF THE ARTS OF DRAWING AND MODELLING.

Council of Arts and Manufactures	Montreal.....	Quebec.....	Drawing and designs ..	H.M.
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CLASS 12.—PHOTOGRAPHIC PROOFS AND APPARATUS.

Henderson, A.....	Montreal.....	Quebec.....	Photographs.....	D. & S.M.
Hunter & Co.....	Toronto.....	Ontario.....	do.....	D. & B.M.
Levernois, J. E.....	Quebec.....	Quebec.....	do.....	H.M.
McLaughlin, S.....	Ottawa.....	Ontario.....	do.....	D. & B.M.
Notman & Sandham.....	Montreal.....	Quebec.....	do.....	D. & S.M.
Notman & Fraser.....	Toronto.....	Ontario.....	do.....	H.M.
Poole, E.....	St. Cathar'ns	do.....	do.....	do

CLASS 13.—MUSICAL INSTRUMENTS.

Dominion Organ Co.....	Bowman'le	Ontario.....	Cabinet combination organs..	D. & B.M.
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CLASS 14.—MEDICINE, HYGIENE AND PUBLIC RELIEF.

Inspector of Asylums for Ontario	Toronto.....	Ontario.....	Photos of Asylums.....	H.M.
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CLASS 15.—MATHEMATICAL AND PHILOSOPHICAL INSTRUMENTS.

Hearne & Harrison.....	Montreal.....	Quebec.....	Optical instruments, &c.....	D. & B.M.
Potter, C.....	Toronto.....	Ontario.....	Surveying do.....	H.M.

CANADIAN COMMISSION.—Paris Exhibition, 1878.—List of Awards—Continued.

CLASS 16.—MAPS, GEOGRAPHICAL AND COSMOGRAPHICAL APPARATUS.

EXHIBITOR.	ADDRESS.	PROVINCE.	EXHIBIT.	AWARD.
Copp, Clark & Co.....	Toronto.....	Ontario.....	Geographical maps.....	D. & B.M.
Educational Dept. of Ontario.....	do.....	do.....	Cosmographical maps.....	D. (S.)
Geological Survey of Canada.....	Montreal.....	Quebec.....	Geological maps and illustrations.....	D. of H.
Genest, Pierre.....	Quebec.....	do.....	Map of Nouvelle France.....	D. & B.M.
Hind, Prof. H. Y.....	Windsor.....	Nova Scotia.....	Dominion of Canada fishing map.....	D. & G.M.
Harbor Commissioners.....	Montreal.....	Quebec.....	Plan of St. Lawrence River.....	D. (B.)
Minister of Interior.....	Ottawa.....	Ontario.....	Map of Canada, showing forests, &c., and great map of the Dominion.....	D. (G.)
Rolland & Sons.....	Montreal.....	Quebec.....	French maps of Canada.....	H.M.
Ricotte, L. W.....	do.....	do.....	Cadastral plans.....	do
Taché, Eugene E.....	Quebec.....	do.....	Map of Province of Quebec.....	D. & B.M.

CLASS 17.—ALL KINDS OF FURNITURE, CHEAP AND COSTLY.

Canadian Commission.....	.....	.....	Chairs.....	H.M.
Lee, William.....	Toronto.....	Ontario.....	Hand-made inlaid centre table.....	do
Lemieux, Edward.....	Ottawa.....	do.....	Inlaid chequer table.....	do
Moorehead G. Manufacturing Co.....	London.....	do.....	Furniture.....	D. & B.M.
White, I.....	Woodstock.....	do.....	Mosaic centre table.....	do

CLASS 18.—UPHOLSTERERS AND DECORATORS' WORK.

Cobban, G., & Co.....	Toronto.....	Ontario.....	Picture frame moulding.....	H.M.
Ewing & Co.....	do.....	do.....	do do.....	do
Haycock, E.....	Ottawa.....	do.....	Wrought iron mirror frame.....	D. & B.M.

CLASS 20.—POTTERY.

Schuler, Henry.....	Paris.....	Ontario.....	Collection of stone ware.....	H.M.
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CLASS 22.—PAPER-HANGINGS.

Stanton, M., & Co.....	Toronto.....	Ontario.....	Sample paper hanging.....	H.M.
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CLASS 27.—APPARATUS AND PROCESSES FOR HEATING AND LIGHTING.

Chanteloup, E.....	Montreal.....	Quebec.....	Lamps.....	D. & B.M.
Chown & Cunningham.....	Kingston.....	Ontario.....	Cooking stoves.....	H.M.
Gurney & Co.....	Hamilton.....	do.....	Parlour stoves.....	D. & B.M.
Frouse Brothers.....	Montreal.....	Quebec.....	Hall stoves.....	H.M.
Stewart, James, & Co.....	Hamilton.....	Ontario.....	Base burning stoves.....	D. & B.M.

CLASS 29.—LEATHER-WORK, FANCY ARTICLES AND BASKET-WORK.

Brown Brothers.....	Toronto.....	Ontario.....	Diaries, wallets, calendars.....	H.M.
Beech, Charles.....	do.....	do.....	Paint and varnish brushes.....	do
Nelson, H. A., & Sons.....	Montreal.....	Quebec.....	Corn brooms, hearth, &c.....	do

CANADIAN COMMISSION.—Paris Exhibition, 1878.—List of Awards—Continued.

CLASS 30.—COTTON THREADS AND FABRICS.

EXHIBITOR.	ADDRESS.	PROVINCE.	EXHIBIT.	AWARD.
Canada Cotton Manufg. Co.....	Cornwall.....	Ontario.....	Assortment of cottons, &c....	D. & B.M.
Dundas do	Hamilton.....	do	Cotton goods	D. & S.M.
Hudon Cotton Co.....	Montreal.....	Quebec.....	do	H.M.

CLASS 33.—WOOLLEN YARN AND FABRICS.

Gault Brothers.....	Montreal.....	Quebec.....	Assortment of tweeds.....	D. & S.M.
Mills & Hutchison.....	do	do	Tweeds and flannels.....	do
Oxford Manufacturing Co.....	Oxford.....	Nova Scotia.	Tweeds, fraize and blankets.	H.M.
Faton do	Sherbrooke.	Quebec.....	Assortment of tweeds.....	D. & S.M.
Rosamond Woollen Co.....	Almonte.....	Ontario.....	Tweeds and doeskins.....	D. & B.M.
Willett, S. T.....	Chambly	Quebec.....	Fancy flannels.....	do

CLASS 36.—LACE, NET, EMBROIDERY AND TRIMMINGS.

Russell, Miss Belle.....	Ottawa.....	Ontario.....	Point lace banner fire screen.	H.M.
Strickland, Miss.....	do	do	Crotchet work, laces, &c.....	do

CLASS 37.—HOSIERY AND UNDERCLOTHING AND ACCESSORIES OF CLOTHING.

McCrae & Co	Guelph.....	Ontario.....	Woollen vest, shirts, drawers, &c	D. & B.M.
Gault Brothers	Montreal.....	Quebec.....	Plain and colored hosiery.....	D. (B.)
Morgan Brothers	do	do	Gloves	D. & B.M.
Stratbroy Knitting Co	Hamilton.....	Ontario.....	Ladies clouds and scarfs	D. & S.M.
Skelton, Tooke & Co.....	Montreal.....	Quebec.....	Shirts, collars, cuffs, &c.....	D. & B.M.

CLASS 38.—CLOTHING FOR BOTH SEXES.

Berlin Felt Boot Co.....	Berlin	Ontario.....	Seamless felt boots, &c	H.M.
Cedras, Joseph	Montreal	Quebec.....	Ladies' riding silk hats.....	do
Correstine, J., & Co.....	do	do	Wool, hats, moccasins, &c....	D. & B.M.
Dentes, J. M	London	Ontario.....	Suit of clothes.....	do
Garret, John	Hamilton	do	Ladies', boys' and men's boots	H.M.
Lenoir Brothers	Montreal	Quebec.....	Boots and shoes	D. & B.M.
Mullarky & Co.....	do	do	Boots.....	H.M.
McKenzie, John.....	Summerside	P. E. Island.	Tweed clothing.....	do
Minister of Agriculture	Ottawa.....	Ontario.....	Indian clothing and equip- ments	D. (B.)
Shorey, H., & Co.....	Montreal	Quebec.....	Clothing.....	D. & B.M.

CLASS 41.—TRAVELLING APPARATUS AND CAMP EQUIPAGE.

Barrington & Son.....	Montreal	Quebec.....	Valises and Saratoga trunks.	D. & S.M.
Dessarilles	do	do	Tourist trunks.....	D. & B.M.
Kraft, E	do	do	Travelling trunks.....	H.M.
Malcolm, R	Toronto.....	Ontario.....	Rivet seal postal bags.....	D. & S.M.

CANADIAN COMMISSION.—Paris Exhibition, 1878.—List of Awards—*Continued.*

CLASS 42.—TOYS AND GAMES.

EXHIBITOR.	ADDRESS.	PROVINCE.	EXHIBIT.	AWARD.
Peacock, W	Montreal	Quebec	Cricket bats	H.M.

CLASS 43.—MINING AND METALLURGY.

Albert Manufacturing Co.	Ottawa	N. Brunsw'k	Gypsum	H.M.
Allen & Humphreys	Ottawa	Ontario	Crystals of apatite	D. & B.M.
Buckingham Mining Co.	Montreal	Quebec	Blocks of apatite	H.M.
Burrell, Ellis	Belleville	Ontario	Assortment of axes	do
Dominion File Works	Montreal	Quebec	Assortment of files	D. & B.M.
Dominion of Canada Plumbago Co.	Ottawa	Ontario	Specimens ore	D. & S.M.
Worsyth, R	Montreal	Quebec	Monuments of polished sycamore	D. (B.)
Frontenac Lead Mining Co.	Kingston	Ontario	Lead and galena	H.M.
Gilmour, G.	Montreal	Quebec	Collecting bits and augers	do
Goodfellow, J.	Norfolk	N. Brunsw'k	Building stone & grindstones	do
Jones, D. F., & Co.	Gananoque	Ontario	Scoops, spades, &c.	do
Major, E., & Co.	Montreal	Quebec	Wire cloth	do
Miller & Henshaw	Templeton	do	Blocks of apatite	do
McDougall & Co.	Montreal	do	Bog iron, ore, &c.	D. & S.M.
Pictou Boat Association	N. Glasgow	Nova Scotia	Blocks of coal	do
Selwyn, A. R. C.	Montreal	Quebec	Stratigraphical coll. rocks	D. & S.M.
Star Manufacturing Co.	Halifax	Nova Scotia	Acme Club skates	H.M.
Steel Company of Canada	London'dry	do	Iron ore, slag, pig and bar iron	D. & S.M.
Silver Islet Co.	L. Superior	Ontario	Silver nugget	D. & B.M.
Seaman & Co.	Lower Cove	Nova Scotia	Grindstones and whets:ones	do
Waterman Brothers	London	Ontario	Crude and refined petroleum	H.M.
Whiting Manufacturing Co.	Oshawa	do	.....	D. & B.M.

CLASS 44.—PRODUCTS OF THE CULTIVATION OF FORESTS. AND OF THE TRADES APPERTAINING THERETO.

Bastian, Benoit	Montreal	Quebec	Canadian timber	D. & G.M.
Dobell, R. R., & Co.	Quebec	do	White pine deals, &c.	do
Government of Canada	Ottawa	Ontario	Timber and Trophy	D. (G.)
Coulette, O. V.	Gananoque	do	Tool handles, &c.	D. & B.M.
McMurray & Fuller	Toronto	do	Brooms, whisks, &c.	D. & S.M.
Oil Cabinet and Novelty Co.	Montreal	Quebec	Step-ladders, tool handles, &c.	do
Provencher, l'Abbe L.	Quebec	do	Specimens of wood	D. & B.M.
Ranson, J. G.	Wotton	do	Staves, broom handles, &c.	D. & S.M.
Withrow & Hillock	Toronto	Ontario	Doors, sashes, &c.	D. & B.M.

CLASS 45.—PRODUCTS OF HUNTING, SHOOTING, FISHING AND SPONTANEOUS PRODUCTS, MACHINES AND INSTRUMENTS CONNECTED THEREWITH.

Geological Commission	Ottawa	Ontario	Head of buffalo, food fishes	D. (G.)
Government of Canada	do	do	Buffalo and bear's head, &c.	do
Dr. S. P. May	Toronto	do	Stuffed mammals, birds, &c.	D. & G. M.
Harvey & Co.	Hamilton	do	Canadian wools	D. & B. M.

CLASS 46.—AGRICULTURAL PRODUCTS NOT USED FOR FOOD.

Lawrad, Clare & Co.	Montreal	Quebec	Linseed oil and cake	D. & B. M.
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CANADIAN COMMISSION.—Paris Exhibition, 1878.—List of Awards—*Continued.*

CLASS 47.—CHEMICAL AND PHARMACEUTICAL PRODUCTS.

EXHIBITOR.	ADDRESS.	PROVINCE.	EXHIBIT.	AWARD.
Hood, A. W., & Son	Montreal.....	Quebec.....	Toilet and laundry soap.....	H. M.
Lyman Brothers & Co.....	Toronto.....	Ontario.....	Chemicals and extracts.....	do
Morse, G. D., & Co.....	do	do	Laundry soap	D. & B. M.
Saunders, William.....	London.....	do	Pharmaceutical preparations	do
Waterman Bros.....	do	do	Products of petroleum	D. & G. M.

CLASS 49.—LEATHER AND SKINS.

Gunn & Co.....	Kingston.....	Ontario.....	Spanish sole leather.....	D. & B. M.
Hallum, J.....	Toronto.....	do	Varieties of leather.....	do
Moxley & Ricker.....	Montreal.....	Quebec.....	do	D. & S. M.
Pelt James.....	Hamilton.....	Ontario.....	Sheep-skins, hearth rugs, &c.	H. M.

CLASS 50.—APPARATUS AND PROCESSES OF THE ART OF MINING AND METALLURGY.

Dominion of Canada Plumbago Co.....	Ottawa.....	Ontario.....	Crucibles.....	H. M.
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CLASS 51.—AGRICULTURAL IMPLEMENTS AND PROCESSES USED IN THE CULTIVATION OF FIELD AND FOREST.

Abell, John	Woodbridge.....	Ontario.....	Matchless reaper.....	H. M.
Elliott, John.....	London.....	do	Single mower.....	D. & B. M.
Green Bros. & Co.....	Waterford.....	do	Single reaper.....	H. M.
Sawyer & Co.....	Hamilton.....	do	Ironclad mower.....	D. & B. M.
Vary, B. W.....	Strathroy.....	do	Iron plough.....	H. M.
Watson, John.....	Ayer.....	do	Agricultural implements.....	D. & G. M.
Wilkinson, George.....	Aurora.....	do	Iron plough.....	H. M.
Whiting Manufacturing Co.....	Oshawa.....	do	Assortment of scythes, &c....	D. & B. M.

CLASS 52.—APPARATUS AND PROCESSES USED IN AGRICULTURAL WORKS AND IN WORKS FOR THE PREPARATION OF FOOD.

Benjamin, Barter.....	Toronto.....	Ontario.....	Machine for purifying wheat middlings	D. & S. M.
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CLASS 53.—APPARATUS USED IN CHEMISTRY, PHARMACY AND FARMING.

Dominion of Canada Plumbago Co.....	Ottawa.....	Ontario.....	Lubricating stock	D. (S.)
Elliott, T. Scott.....	Guelph.....	do	Washing machine.....	D. & B. M.
Willett, G. B.....	Coaticook.....	Quebec.....	Clothes wringer and washing machine.....	H. M.

CLASS 54.—MACHINES AND APPARATUS IN GENERAL.

Burrows, Stewart and Milne.....	Hamilton.....	Ontario.....	Scales	D. & B. M.
Canadian Rubber Co.....	Montreal.....	Quebec.....	Rubber, belting, hose, &c	H. M.
Kennedy, W. & Sons.....	Owen Sound.....	Ontario.....	Leppel water-wheel	D. & S. M.
Worthy, T.....	Hamilton.....	do	Steam pumps	H. M.

CANADIAN COMMISSION.—Paris Exhibition, 1878.—List of Awards—*Continued.*

CLASS 56.—APPARATUS AND PROCESSES USED IN SPINNING AND ROPEMAKING.

EXHIBITOR.	ADDRESS.	PROVINCE.	EXHIBIT.	AWARD.
Briggs, S.	Hamilton.....	Ontario.....	Ropes and cordage... ..	H.M.
Dartmouth Rope Co.	Dartmouth...	Nova Scotia	Cord belting	D. & B.M.

CLASS 58.—APPARATUS AND PROCESSES FOR SEWING AND FOR MAKING UP CLOTHING.

Raymond, Charles.....	Guelph.....	Ontario.....	Sewing-machines	D. & B.M.
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CLASS 60.—APPARATUS AND PROCESSES USED IN PAPERMAKING, DYEING AND PRINTING.

Dominion Type Founding Co.....	Montreal	Quebec	Fount of Brevier type.. ..	H.M.
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CLASS 62.—CARRIAGE AND WHEELWRIGHTS' WORK.

Armstrong, J. B.	Guelph.....	Ontario.....	Park phaeton, &c.....	H.M.
Begg, Alexander	Orillia	do	Family open phaeton	do
Jew, John, & Co	St.Cathar'ns	do	Wheels, hubs, spikes, &c.....	D. & B.M.
DeWolf, John M.	Halifax.....	Nova Scotia	Pony phaeton, double waggon	do
Guelph Carriage Goods Co.	Guelph.....	Ontario.....	Carriage goods	H.M.
Gananoque Spring Co.....	Gananoque..	do	Carriage springs.....	do
Lyons, Woods	Brantford....	do	Piano box buggy	do
Plummer & Sons.....	London.....	do	Shafts, felloes, spokes.....	D. & B.M.
Ramsay, William.....	Orillia.....	do	Family sleigh.	H.M.
Robinson, G. W.	Kingston	do	Trotting sulky and cutter.....	do
Summens, John.....	Hamilton....	do	Children's carriage.....	D. & B.M.

CLASS 63.—HARNESS AND SADDLERY.

Kraft, Ernest	Hamilton.....	Ontario.....	Gold mounted harness	D. & B.M.
Lugedin & Barnett... ..	Toronto.....	do	Ladies' saddle, &c	do
Malcolm, R.....	do	do	Harness and saddles.....	D. (S.)

CLASS 64.—RAILWAY APPARATUS.

Chanteloups, E.	Montreal	Quebec.....	Fittings for railway cars.....	D. (B.)
McDougall, John & Co.....	do	do	Car, engine and wheels.....	do

CLASS 65.—TELEGRAPHIC APPARATUS FOR PROCESSES.

Chanteloup, E.....	Montreal	Quebec.....	Instruments.....	D. (B.)
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CANADIAN COMMISSION.—Paris Exhibition, 1878.—List of Awards—*Continued.*

CLASS 66.—APPARATUS AND PROCESSES OF CIVIL ENGINEERING, PUBLIC WORKS AND ARCHITECTURE.

EXHIBITOR.	ADDRESS.	PROVINCE.	EXHIBIT.	AWARD.
Bulmer & Shepperd	Montreal	Québec	Building material.....	D. & B.M.
Department Public Works.....	Ottawa	Ontario.....	Models, canal locks.....	D.H.
Ewart, David.....	do	do	Collaborateur.....	D. & S.M.
Forsyth, R.....	Montreal	Québec.....	Granite monument.....	do
Geological Survey of Canada	do	do	Marbles and building stone..	D. (S.)
Harbor Commissioners	do	do	Plans	D. & B.M.
Heard, J, & Co.....	Strathroy.....	Ontario.....	Artificial sandstone	H.M.
Keefer, Samuel	Brockville.....	Ontario.....	Niagara Suspension Bridge...	D. & G.M.
Railway Commissioners.....	Québec.....	Québec.....	Bridge photographs	D. (S.)
Sommerville, T.....	Arnprior.....	Ontario.....	Marble monument.....	D. & S.M.
Ives, H. R.....	Montreal.....	Québec.....	Iron gates	D. & B.M.
New Rockland Slate Co.....	do	do	Slate	do

CLASS 67.—NAVIGATION AND LIFE SAVING.

Commissioner of Agriculture.....	.....	.....	Models of sloops.....	D.
Public Works.....	Québec.....	Québec.....	Clippers, &c.....	D. (B.)
English, William.....	Peterboro'.....	Ontario.....	Hunting canoe.....	D. & B.M.
Power, William & Co.....	Kingston.....	do	Models of ships, schooners, &c.	H.M.
Richelieu & Ontario Navigation Co	Montreal.....	Québec.....	do steamboats	D. (B.)

CLASS 68.

Perrault, J	Montreal.....	Québec.....	Military spade	H.M.
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CLASS 69.—ALIMENTARY PRODUCTS.

Brodie & Harvey.....	Montreal.....	Québec.....	Samples of flour and wheat...	D. & B.M.
Catelli Brothers.....	do	do	do macaroni.....	H.M.
Howland, W. P. & Co.....	Toronto.....	Ontario.....	Snowdrop's Patent Process Flour.....	D. & G.M.
Muirhead & Gray.....	London.....	do	Oatmeal and split peas.....	H.M.
Phillips, Geo.....	do	do	Forest City flour.....	do
Renaie, Wm.....	Toronto	do	Field and garden seeds	D. & S.M.
Sentiner, John.....	Earl River.....	P. E. Island.	Pearl barley	H.M.

CLASS 71.—FATTY SUBSTANCES USED AS FOOD.

Canada Cheese Agency.....	Pelleville.....	Ontario.....	Cheese	D. & B.M.
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CANADIAN COMMISSION.—Paris Exhibition, 1878.—List of Awards—Continued.

CLASSES 72 AND 73.—MEAT AND FISH.

EXHIBITOR.	ADDRESS.	PROVINCE.	EXHIBIT.	AWARD.
Andrews & Co.....	Halifax.....	Nova Scotia.	Canned lobster.....	H.M.
Argyle Packing Co.....	do.....	do	do do.....	D. & S.M.
Bain, James D.....	Restigouche.	N. Brunsw'k	do salmon, &c.....	H.M.
Barber, J.....	Halifax.....	Nova Scotia.	do lobster.....	D. & S.M.
Christian, N. O.....	do.....	do	do do.....	H.M.
Forrest & Co.....	do.....	do	do do.....	D. & S.M.
Holbrook & Co.....	N. Westm'str	B Columbia	do salmon.....	H.M.
Johnston A. L.....	Sherbrooke..	Quebec.....	Fluid beef, &c.....	do
Lockport Packing Co.....	Halifax.....	Nova Scotia.	Canned lobster.....	D. & B.M.
Minister of Agriculture.....	Ottawa.....	Ontaria.....	Fish exhibit.....	D. (G.)
Noble, B.....	Richibucto..	N. Brunsw'k	Canned lobster and mackerel	D. & B.M.
Ogden, Alfred.....	Cape Canso.	Nova Scotia.	do do.....	do
Postlethwaite, Ridsdale & Co.....	Toronto.....	Ontario.....	do vegetables, sauces, &c.	do
Rennie, W.....	do.....	do	Seeds.....	D. (B.)
Stayner, Chas. A.....	Halifax.....	Nova Scotia.	Canned lobster.....	H.M.
Shand, J. M.....	Barrington..	do	do do.....	do
O'Mara.....	London.....	Ontario.....	.....	do
*Shuff & Co.....	Halifax.....	Nova Scotia.	Canned lobster.....	do
Betcher, J. W.....	do.....	do	Eggs.....	do

CLASS 74.—CONDIMENTS AND STIMULANTS, SUGAR AND CONFECTIONERY.

Betcher, J. W.....	Halifax.....	Nova Scotia.	Marmalade.....	H.M.
Blackwood, R.....	Montreal.....	Quebec.....	Cider, ginger ale, &c.....	D. & B.M.
Charlton, A. E.....	Hamilton.....	Ontario.....	Golden syrup and vinegar.....	H.M.
Gray, Young & Sparling.....	Seaforth.....	do	Fine, medium and coarse salt	D. & S.M.
Kingston, C. J.....	Warwick.....	do	Salt.....	do
Kingston Bonded Vinegar Works	Kingston.....	do	Vinegar and methylated alcohol	D. (B.)
Lefebvre, Michel.....	Montreal.....	Quebec.....	Vinegar in bottle and bulk...	D. & S.M.
McCormack, T.....	London.....	Ontario.....	Confectionery.....	D. & B.M.
Sharpe, T. S.....	Apohaqui....	N. Brunsw'k	Butter salt.....	D. & S.M.
Tastor, T. W. & Co.....	Montreal.....	Quebec.....	Pop-corn and confectionery..	D. & B.M.
Trope, O. V. & Co.....	St. John.....	N. Brunsw'k	Vinegar.....	do

CLASS 75.—FERMENTED DRINKS.

Cosgrave & Son.....	Toronto.....	Ontario.....	Ale.....	H.M.
Charlton, A. E.....	Hamilton.....	do	Vinegar and alcohol.....	do
Canada Wine Growers' Association	Toronto.....	do	.....	D. (B.)
Hamilton, Dunlop & Co.....	Brantford....	do	Native wines.....	D. & B.M.
Joy & Co.....	Tilsonburg..	do	do.....	H.M.
Gooderham & Worts.....	Toronto.....	do	Whiskey.....	D. & G.M.
Labatt, John.....	London.....	do	Ale and porter.....	D. & B.M.

CLASS 76.—SPECIMENS OF FARM BUILDINGS AND AGRICULTURAL WORKS.

Grant, Peter.....	Clinton.....	Ontario.....	Power hay-fork.....	D. & S.M.
Smart, J.....	Brockville...	do	Varieties and foundry work...	D. & B.M.

* Intended for "Chebucto Packing Co."

RETURN

(75a)

To an ORDER OF THE HOUSE OF COMMONS, dated 31st March, 1880; for a Return shewing the Names, Date of Appointment of all persons appointed by the Dominion Government as Commissioners, Secretaries, or otherwise, in connection with the Canadian Exhibit at the Paris Exhibition, held in the year 1878, together with a detailed Statement of all Moneys paid for Salary of each; also, a Statement, in detail, of Moneys paid for expenses of Living, Travelling, Printing, Advertising, or otherwise, to whom paid, and the Time of Service of each.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
8th February, 1881.

Secretary of State.

DEPARTMENT OF AGRICULTURE,
OTTAWA, CANADA, 4th February, 1881.

SIR,—I have the honor to transmit to you herewith, in reply to your letter of 31st March last, a return to the House of Commons shewing the appointments and expenditure in connection with the Paris Exhibition.

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

H. B. SMALL,

For Secretary Department Agriculture.

Under Secretary of State, Ottawa.

REPORT shewing Names and Date of Appointment of all Persons appointed by the Dominion Government as Commissioners and Secretaries in connection with the Canadian Exhibit at the Paris Exposition held in 1878.

Names.	Office.	Date of Appointment.
Hon. C. A. P. Pelletier.....	Honorary Commissioners and Advisory Members of the Commission.	Dec. 6, 1877.
Sir John Rose		
J. Gordon Brown		
Gustave Drolet		
Thomas G. Keefer		
Joseph Perrault.....	Executive Member of the Commission	do
Dr. S. P. May	Secretary of the Commission.....	do
James B. Duffus	do	do
A. R. C. Selwyn	Honorary and Advisory Member of the Commission.	April 8, 1878.
	Superintendent of Minerals.....	Nov. 26, 1877.

REPORT giving a detailed Statement of all moneys paid for Salaries of Persons appointed by the Dominion Government in connection with the Canadian Exhibit at the Paris Exposition in 1878.

Names.	Office.	Salary per Month.	Total Amount Paid.
		\$ cts.	\$ cts.
Thomas C. Keefer	Executive Member of the Commission	500 00	10,500 00
Joseph Perrault	Secretary of the Commission	225 00	5,120 00
Dr. S. P. May	do	225 00	4,612 50

PARIS EXHIBITION ACCOUNTS.

Service.	ADVERTISING.	Paid 1877.	\$ cts.	\$ cts.	\$ cts.
L'Evenement	June 20...			40 00	
Journal de Quebec.	do 23...			40 00	
Monetary Times	do 27...			5 00	
Le National	July 4...			35 00	
Acadian Recorder	do 4...			30 00	
Ottawa Citizen	do 4...			30 00	
Toronto Globe	do 4...			50 00	
St. John Freeman	do 17...			22 00	
Toronto Weekly Advertiser	do 19...			20 00	
Quebec Morning Chronicle	do 20...			50 00	
Ottawa Free Press	do 26...			33 00	
Quebec Daily Telegraph	do 26...			30 00	
Quebec Budget	do 26...			30 00	
Brantford Expositor	do 26...			24 00	
Winnipeg Daily Free Press	do 26...			40 00	
Halifax Citizen	do 26...			40 00	
Halifax Morning Herald	do 26...			24 00	
Toronto Mail	do 26...			50 00	
Montreal Gazette	do 26...			50 00	
Victoria (B.C.) Standard	do 26...			8 00	
Halifax Chronicle	do 26...			40 00	
Toronto National	do 27...			35 00	
St. John Daily News	do 31...			40 00	
Hamilton Times	Aug. 17...			40 00	
Hamilton Spectator	do 17...			50 00	
Montreal La Minerve	do 3...			40 00	
Kingston Daily News	do 3...			40 00	
Montreal L'Opinion Publique	do 17...			30 00	
St. John Temperance Journal	August 17...			5 00	
Sherbrooke Gazette	do 17...			11 00	
Toronto Tribune	do 18...			50 00	
Montreal Herald	Sept. 20...			65 28	
Victoria, (B.C.) British Colonist	October 22...			12 50	
Toronto Evening Telegram	do 22...			50 00	
St. John (Que.) Franco-Canadien	do 22...			18 40	
London Advertiser	Dec. 6...			40 00	
do Free Press	do 6...			40 00	
Charlottetown Patriot	do 6...			15 50	
Three Rivers Constitutional	do 6...			35 00	
	1878.				
Fredericton (N.B.) Colonial Farmer	Jan. 15...			6 00	
St. John (N.B.) Daily Telegraph	do 15...			27 50	
Ste. Anne Gazette des Campagnes	March 5...			6 08	
Quebec Daily Mercury	do 30...			40 00	
					1,388 26

PARIS EXHIBITION ACCOUNTS.—Continued.

Service.	PRINTING AND LITHOGRAPHY.	Paid 1877.	\$ cts.	\$ cts.	\$ cts.
1877.	S. Marcotte	June 20.		30 50	
April 25...	Le National	do 25.		36 00	
May 25...	Free Press.....	July 26.	10 00		
	do	do 26.	1 00		
	J. Marion	August 6.		11 00	
	Le National.....	Dec. 7.		3 75	
1878.	Free Press.....	do 28.		62 00	
January 5...	do	Feb. 1.	15 00	2 00	
do 7...	do	do 1.	1 00		
do 8...	do	do 1.	1 00		
do 9...	do	do 1.	2 00		
do 11...	do	do 1.	1 50		
do 17...	do	do 1.	40 00		
	do	do 28.		60 50	
	Hon. P. J. O. Chauveau.....	March 18.		44 25	
	W. & A. K. Johnstone.....	October 10.		80 00	
	do	Dec. 14.		*1,466 06	
	M. Lebrassard	Sept. 21.		109 51	
	W. J. Kelly.....	Nov. 2.		4 15	
	A. F. Potter.....	do 30.		29 12	
				2 96	
		1879.			
	British Government Stationery Office	Jan. 29.		1,374 85	
	S. P. May.....	do 30.		1 06	
					3,317 65
	SUNDRIES.	1877.			
	Morland, Watson & Co.....	August 17.		4 50	
		1878.			
	Per Dr May.....	Jan. 24.		9 25	
	Moorehead Tacking Co.....	do 26.		39 60	
	Per Dr May.....	do 26.		13 15	
	Edward Penn & Co.....	Feb. 1.		37 48	
	IN CANADA.				
	M. Minier.....	do 22.		5 85	
	M. Lenoir.....	do 22.		8 34	
	Per Volant.....	do 22.		6 04	
	do	do 28.			
	do	March 2.		3 07	
	do	do 8.		11 70	
	do (Steam Crane).....	do 8.		61 39	
	Petty Expenses.....	do 8.		8 28	
	do	do 9.		3 31	
	do	do 16.		24 79	
	do	do 22.		5 38	
	do	do 22.		6 55	
	do	do 29.		1 62	
	do	April 6.		9 18	
	do	do 13.		12 22	
	J. B. Lemire Fils, lumber.....	do 13.		23 85	
	Petty expenses.....	do 15.		11 98	
	J. B. Lemire Fils, lumber.....	do 19.		45 70	
	A. Boucicault Fils.....	do 19.		2 63	
	J. Chouanard.....	do 19.		14 63	
	Petty expenses.....	do 19.		31 78	
	do	do 26.		9 02	

*Lithographic maps for Hand Book.

PARIS EXHIBITION ACCOUNTS—Continued.

Service.	SUNDRIES.	Paid 1878.	\$ cts.	\$ cts.	\$ cts.
1878.	Per Potter, flags, &c.....	April 26...		92 17	
	Petty expenses.....	do 26...		19 69	
	do	May 3.....		38 62	
	Per Potter.....	do 3.....		79 66	
	Lanay.....	do 3.....		9 36	
	A. Boucicault Fils.....	do 3.....		17 34	
	Prudhomme.....	do 10.....		10 52	
	A. Boucicault Fils.....	do 10.....		11 08	
	Pierre.....	do 10.....		4 78	
	Garnier.....	do 10.....		3 70	
	Racine, flags.....	do 10.....		23 38	
	J. B. Lemire Fils.....	do 10.....		32 55	
	Petty expenses.....	do 10.....		20 26	
	Sonnet.....	do 17.....		2 38	
	Largier.....	do 17.....		6 60	
	J. Godon, (shields).....	do 17.....		116 94	
	Whitehead & Justin, painting and gilding.....	do 17.....		56 69	
	Petty expenses.....	do 17.....		9 39	
	Per Potter, flags.....	do 17.....		358 83	
	Garnier, nails, hinges, wire, &c.....	do 24.....		27 13	
	Hemme, glassware.....	do 24.....		10 82	
	C. Pelletier, brushes and oils.....	do 24.....		5 91	
	Goyard & Brulé.....	do 24.....		2 63	
	J. Boquet.....	do 24.....		4 99	
11... 24... May 26	Per Potter, floorcloth, satinette.....	do 24.....	37 22		
	do flags.....	do 24.....	39 76		
				76 98	
	Lemire Fils, picture moulding.....	do 24.....		38 98	
	Petty expenses.....	do 24.....		20 47	
	Garnier.....	do 31.....		21 38	
	Pelletier.....	do 31.....		4 78	
	Whitehead, varnishing.....	do 31.....		374 94	
	A. F. Potter, picture frames and flag poles.....	do 31.....		303 78	
	Racine, two banners.....	do 31.....		40 95	
	Lemire Fils, lumber.....	do 31.....		11 26	
	Petty expenses.....	do 31.....		7 29	
	Potter & Sauze, flags and shields.....	do 31.....		238 54	
	Garnier.....	June 7.....		4 82	
	Whitehead, show stands.....	do 7.....		19 49	
	Bion, papering.....	do 7.....		483 99	
	Per Potter, flag poles, glass cases, &c.....	do 7.....		391 69	
	Petty expenses.....	do 7.....		6 23	
	Bouchard, framing for drawings.....	June 14.....		15 98	
	Godon, shields.....	do 14.....		33 12	
	Petty expenses.....	do 14.....		3 95	
	do	do 21.....		4 54	
	Garnier, nails, &c.....	do 29.....		2 67	
	Bouchard, decorations.....	do 29.....		3 36	
	Lemire, Fils, lumber.....	do 29.....		6 62	
	Per Potter, decorations.....	do 29.....		338 32	
	Petty expenses.....	do 29.....		6 23	
	do	July 5.....		4 22	
	Per Potter, painting in gold.....	do 5.....		48 64	
	Garnier.....	do 5.....		4 29	
	Petty expenses.....	do 13.....		5 27	
	do	do 20.....		11 13	
	Robinet, water tap.....	do 20.....		4 28	
	Potter & Sauze, flags, &c.....	do 20.....		116 86	
	Petty expenses.....	do 27.....		4 25	
	Delannay.....	do 27.....		3 44	
	Petty expenses.....	August 3.....		3 88	
	Goyard & Brulé.....	do 10.....		3 45	
	Petty expenses.....	do 10.....		2 67	
	do	do 17.....		3 02	

PARIS Exhibition Accounts—Continued.

Service.	SUNDRIES.	Paid. 1878	\$ cts.	\$ cts.	\$ cts.
1878.	Petty expenses.....	August 24.....			3 86
	M. Nadar, photographs.....	do 31.....			14 21
	Petty expenses.....	do 31.....			8 74
	M. Guyot, photographs.....	Sept. 6.....			36 51
	M. Nadar do.....	do 6.....			9 88
	Petty expenses.....	do 6.....			2 07
	do.....	do 13.....			8 28
	do.....	do 13.....			3 47
	do.....	do 21.....			2 23
	do.....	do 28.....			3 16
	Godon, shields.....	do 28.....			4 34
	Turtle & Pearce, flags.....	do 28.....			10 69
	Petty expenses.....	Oct. 5.....			2 28
	do.....	do 12.....			3 20
	George Frick, translating handbook.....	do 12.....			98 67
	M. Nader, photographs.....	do 12.....			66 19
	Petty expenses.....	do 19.....			2 23
	do.....	do 26.....			3 45
	do.....	Nov. 2.....			1 91
	Photographs.....	do 2.....			13 82
	Whitehead & Martinet, packing straw.....	do 8.....			6 41
	Petty expenses.....	do 8.....			1 48
	do.....	do 13.....			19 85
	do.....	do 15.....			3 46
	P. Largier, hoop iron.....	do 15.....			3 52
	A. Vauris, casks.....	do 15.....			13 34
	Per Potter, packing-cases.....	do 15.....			95 03
	Petty expenses.....	do 22.....			4 51
	Garnier.....	do 30.....			2 98
	Petty expenses.....	do 30.....			2 34
	do.....	Dec. 6.....			2 47
	Garnier.....	do 6.....			4 14
	Whitehead & Martinet, packing straw.....	do 6.....			5 43
	Owen testimonial.....	do 6.....			307 87
	Petty expenses.....	Dec. 14.....			16 41
	do.....	do 14.....			6 09
	Levesque, packing hay.....	do 14.....			6 93
	Fuel.....	do 14.....			2 84
	A. Vauris, barrels.....	do 14.....			4 24
	Per R. W. Keefer, expenses in London re-printing hand-books.....	do 20.....			46 43
	Photograph.....	do 21.....			4 94
	A. Vauris, barrels.....	do 21.....			5 73
	Petty expenses.....	do 21.....			11 03
	Packing monument.....	do 31.....			67 21
	Petty expenses, per Potter.....	do 31.....			20 46
	Sundries purchased, per A. R. Selwyn:—				
	Zoological collection.....		100 00		
	Toboggans.....		16 50		
	Indian goods.....		127 20		
	Trunks.....		44 00		
	Models of fruit.....				
	Crockery.....		44 78		
	Buffalo head.....		25 00		
	Statuettes.....		12 00		
	Shot, tacks, &c.....		10 00		
	Fire extinguishers.....		60 00		
	Cleaning bear-skins.....		4 00		
	Fur coats.....		97 75		
	Saws.....		150 00		
	Gloves and silk.....		80 42		
					771 65
	Taylor Bros., packing paper.....	Dec. 31, 1878.....			14 14
	P. L. Simmonds, packing section of tree for Lord Dufferin.....	Jan. 29, 1879.....			46 19

5,842 92

PARIS Exhibition Accounts—Continued.

Service.	DOMINION MAP.	Paid 1877.	\$ cts.	\$ cts.	\$ cts.
Sept. 2, 1877.	J. Bion.....	Oct. 22, 1877		10 00	
Oct. 8.....	Walker & Miles.....		5 00		
	do		3 00		
		Oct. 24.....		8 00	
Aug. 20.....	Jas. Hope & Co.....		50 00		
do 22.....	do		11 83		
Sept. 17.....	do		4 50		
		Oct. 24.....		65 53	
	J. Johnson, travelling expenses	do 24.....		19 00	
	J. Boyden.....	Nov. 26.....		23 50	
	C. S. Shaw & Co.....	Dec. 4.....		10 00	
Nov. 20.....	Jas. Hope & Co.....		3 25		
do 26.....	do		25 00		
		Dec. 31.....		28 25	
	J. Bion.....	Feb. 1, 1878.		21 85	
Dec. 7.....	C. S. Shaw & Co.....		4 90		
do 19.....	do		0 40		
Jan. 4, 1878..	do		0 55		
do 12.....	do		1 05		
do 23.....	do		0 95		
		Feb. 27.....		7 85	
	J. Johnson, travelling expenses.....	do 27.....		13 70	
	Professor Hy. Hind.....	March 22.....		90 00	
	J. Johnson, sundries.....	April 9.....		19 00	
	Prof. Henry Hind.....	do 13.....		95 80	
	G. Mann.....	do 20.....		0 90	
	G. Cox.....	do 20.....		12 50	
	Russell & Allan.....	do 20.....		6 75	
	W. Borbridge.....	do 20.....		5 50	
	C. S. Shaw & Co.....	June 6.....		0 90	
	J. Hope & Co.....	April 23, 1879		1 75	
	Draughtsmen on map.....			4,161 88	
					4,602 64
	WELLAND CANAL MAP.				
	Draughtsmen on map.....			1,838 56	
	Wm. McKay.....			113 70	
					1,952 26
	LACHINE CANAL MAP.				
	Draughtsmen on map.....			1,790 69	
	E. Chanteloup.....			732 50	
					2,523 17
	GEOLOGICAL ACCOUNT.				
	Sundries per McFarren.....	Sept. 29, 1877		15 00	
	Freight.....	Oct. 31.....		43 45	
	Holland Bros.....	Nov. 24.....		43 83	
	Freight.....	do 30.....		103 81	
	Hammond & Philpot.....	Dec. 19.....		32 00	
	Jas. Richardson, travelling expenses.....	do 26.....		147 17	
	C. E. Selwyn.....	do 31.....		12 00	
	Freight.....	do 31.....		174 84	
	B. F. Wardell.....	Jan. 31, 1878		45 00	
	H. Fletcher, travelling expenses.....	do 31.....		27 90	
	Jas. Richardson do	do 31.....		12 30	
	Freight, &c.....	do 31.....		124 90	
	John Marsim.....	Feb. 6.....		257 00	
	C. E. Selwyn.....	do 8.....		20 50	
	Freight, &c.....	do 28.....		47 74	
	do	March 20.....		9 28	
	S. C. Stevenson.....	do 25.....		12 00	
	G. P. Mathew.....	April 1.....		5 00	
	Freight.....	do 30.....		15 18	
	Lacroix.....	May 3.....		97 47	
	W. H. Merritt.....	do 28.....		58 66	

PARIS EXHIBITION ACCOUNTS.—Continued.

Service.	GEOLOGICAL ACCOUNT.	Paid 1879.	\$ cts.	\$ cts.	\$ cts.
	Lacroix.....	June 7.....		145 63	
	Freight.....	do 28.....		2 00	
	Sundries.....	do 29.....		24 64	
	W. H. Merritt.....	July 1.....		30 52	
	R. Symonds.....	do 11.....		35 60	
	Davis, Turner & Co.....	do 20.....		1 14	
	E. Trenelle.....	do 28.....		4 80	
	Geological Congress.....	do 28.....		2 10	
	Sundries.....	do 28.....		1 60	
	do	Nov. 30.....		1 10	
	W. H. Merritt—				
	Sundries.....		10 56		
	Paris to Liverpool.....		21 64		
	Services from Mar. 10 to Sept. 20.....		487 50		
		Dec. 2.....		519 70	
	C. A. Trowbridge.....	Jan. 18, 1879		22 70	
	G. A. Sandford.....	Jan. 18.....		35 00	
	M. Davis.....	do 18.....		10 50	
	Freight.....	do 18.....		1 10	
	Boyd, Egan & Co.....	May 26.....		170 45	
	A. R. O. Selwyn :				
Dec. 24, 1877	Travelling expenses.....		100 28		
	Expenses from Feb. 5, to June 30, 1878.....		825 00		
	Travelling expenses to Ottawa and return.....		40 80		
Feb. 1, 1879.	Travelling expenses, board and lodging, from 1st July to 30th Nov., 1878; 153 days at \$5.00.....		765 00		
	Railway fares, passage from Paris to London, and sundry expenses from Paris to Montreal.....		150 00		
	Travelling charges and petty expenses, portorage, cabhire, and 3 journeys to London and return, from 1st March to 16th December.....		100 84		
	TROPHY.	1877.		1,981 92	
	Skillings & Whitney.....	Sept. 26.....		490 43	
	Petty expenses.....	do 29.....		67 60	
	James Brine.....	Oct. 2.....		346 95	
	Skillings & Whitney.....	do 2.....		1 51	
	Wages of workmen.....	do 8.....		523 60	
	Petty expenses.....	do 8.....		152 80	
	do	do 18.....		191 00	
	Wages of workmen.....	do 23.....		1,063 65	
	Petty expenses.....	do 29.....		68 50	
	Wages of workmen.....	Nov. 6.....		1,383 70	
	Petty expenses.....	do 6.....		23 50	
	Wages of workmen.....	do 20.....		414 90	
	Petty expenses.....	do 20.....		25 50	
	do	do 27.....		105 90	
	Wages of workmen.....	Dec. 3.....		180 20	
	Petty expenses.....	do 3.....		93 65	
	J. Wagner.....	do 7.....		496 47	
	Petty expenses.....	do 13.....		110 01	
	Wages of workmen.....	do 18.....		599 74	
	Petty expenses.....	do 27.....		15 00	
	Satchell Bros.....	do 28.....		67 00	
	Wages of workmen.....	do 29.....		931 00	
	Petty expenses.....	Jan. 15, 1878		35 00	
	do	do 15.....		707 08	
	Alnon & Keevill.....	do 30.....		200 00	
	Petty expenses.....	do 30.....		13 12	
	Wages of workmen.....	do 30.....		1,610 08	

4,294 51

PARIS EXHIBITION ACCOUNTS.—Continued.

Service.	TROPHY.	Paid 1878.	\$ cts.	\$ cts.	\$ cts.
Alnon & Keevill.....		Feb. 6.....		415 97	
Wages of workmen.....		do 6.....		109 00	
Petty expenses.....		do 6.....		91 40	
Wages of workmen.....		do 25.....		105 80	
Clerk of works.....		do 25.....		455 00	
Petty expenses.....		do 25.....		402 60	
Timber for foundations.....		March 9.....		35 47	
Blyth & Kerr.....		do 11.....		61 80	
J. W. McLaren.....		do 14.....		536 80	
Petty expenses.....		March 26.....		230 40	
Timber used in strengthening floor.....		April 6.....		26 25	
Dobell & Co., lumber.....		do 6.....		28 80	
Petty expenses.....		do 8.....		117 88	
Timber used in strengthening floor.....		do 13.....		105 32	
Wages of workmen.....		do 23.....		119 47	
Stating top of trophy.....		do 26.....		37 96	
Petty expenses.....		May 1.....		1 95	
Wages of workmen.....		do 6.....		41 60	
Petty expenses.....		do 15.....		219 00	
Trees, &c.....		June 7.....		21 24	
Petty expenses.....		do 10.....		5 78	
Painting and varnishing.....		do 14.....		32 45	
Petty expenses.....		do 15.....		11 75	
Ward & Co. (mammalia).....		July 31.....		408 82	
Petty expenses.....		Feb. 23, 1879.....		5 50	
Natural History specimens.....				224 00	
D. Ewart, expenses, railway fare from Ottawa to New York.....			19 50		
Cab-hire—Ottawa, Montreal, New York and Paris.....			7 60		
Steamer—New York to Havre.....			100 00		
Railway fare—Havre to Paris.....			6 79		
Railway and boat from Paris to Liverpool.....			16 18		
Cab-hire and porters—London and Liverpool.....			2 00		
Steamer and rail from Liverpool to Montreal.....			76 38		
Rail to Ottawa, including cab.....			5 00		
Telegrams.....			3 25		
Hotel expenses.....			462 00		
				698 61	14,468 51
	SHOW CASES.	1877.			
J. A. Craig & Co.....		Nov. 27.....		7,216 38	
Cooper & Holt.....		May 8, 1878.....		17 25	
Radius—Paris.....		June 15.....	894 30		
do.....		Aug. 7.....	665 09		
do.....		Nov. 23.....	665 08		
do.....		Dec. 21.....	3 95		
				2,228 42	
	POSTAGE AND TELEGRAMS.	1877.			9,462 05
Montreal Telegraph Co.....		Nov. 5.....		3 29	
Dominion Telegraph Co.....		do 6.....		2 09	
Sundries.....		do 10.....		20 32	
do.....		Dec. 3.....		10 30	
do.....		do 10.....		16 90	
Montreal Telegraph Co.....		do 20.....		27 33	
Sundries.....		Jan. 4, 1878.....		16 13	
do.....		do 10.....		10 45	
Dominion Telegraph Co.....		do 15.....		1 37	
Montreal do.....		do 15.....		24 27	
Sundries.....		do 15.....		14 63	
Montreal Telegraph Co.....		Feb. 11.....		17 20	

PARIS EXHIBITION ACCOUNTS—Continued.

Service.	POSTAGE AND TELEGRAMS.	Paid 1878. }	\$	cts.	\$	cts.	\$	cts.
1878.	Dominion Telegraph Co.....	March 8.....				2	72	
	Montreal do	do 13.....				19	09	
	do do	April 5.....				2	22	
	Dominion do	do 9.....				0	97	
	Sundries.....	do 15.....				0	92	
	do	do 15.....				8	77	
	do	do 19.....				0	47	
	Montreal Telegraph Co.....	May 3.....				18	79	
	Sundries.....	do 24.....				1	18	
	do	June 14.....				4	00	
	do	do 29.....				6	28	
	do	July 20.....				3	90	
	do	Aug. 3.....				0	54	
	do	do 10.....				0	76	
	do	do 17.....				4	05	
	do	do 24.....				0	82	
	do	Sept. 7.....				16	20	
	do	do 13.....				0	54	
	do	do 21.....				1	15	
	do	do 28.....				17	80	
	do	Oct. 5.....				21	65	
	do	do 12.....				9	56	
	do	do 19.....				16	30	
	do	do 26.....				4	57	
	do	Nov. 2.....				5	39	
	do	do 8.....				9	64	
	do	do 12.....				38	91	
	do	do 13.....				18	32	
	do	do 22.....				3	37	
	do	do 30.....				5	53	
	do	Dec. 6.....				3	90	
	Dominion Telegraph Co.....	do 11.....				19	51	
	Sundries.....	do 13.....				3	65	
	do	do 14.....				12	42	
	do	do 21.....				5	45	
	do	do 31.....				21	04	
	do	do 31.....				17	75	
	Montreal Telegraph Co.....	Jan. 3, 1879.				9	38	
	Dominion do	do 3.....				7	50	
	OFFICE PETTY EXPENSES.	1877.						
	Jas. Jackson.....	Nov. 29.....				1	00	
	C. Bryson.....	do 29.....				5	00	
	Thos. Shore & Co.....	Dec. 5.....				5	00	
	Free Press Co.....	do 28.....				1	08	
	H. Peltier.....	do 31.....				30	00	
	A. Mortimer.....	Jan. 15, 1878				3	00	
	Free Press Co.....	do 15.....				0	36	
	Herald.....	Feb. 27.....				11	02	
	Globe.....	do 27.....				10	58	
	L'Evenement.....	March 5.....				12	00	
	Free Press Co.....	do 13.....				11	56	
	do	do 15.....				18	40	
	Letter press.....	May 3.....				25	34	
	Sundries.....	June 14.....				1	70	
	do	do 29.....				3	64	
	Sundries.....	July 20.....				47	71	
	Paris Directory.....	Aug. 17.....				3	35	
	Sundries.....	do 24.....				4	91	
	Office furniture.....	Sept. 3.....				53	58	
	Sandries.....	do 13.....				0	59	
	do	Oct. 12.....				0	36	
	do	do 19.....				0	94	
	do	Nov. 8.....				6	92	
	do	Dec. 6.....				1	38	

PARIS EXHIBITION ACCOUNTS—Continued.

Service.	OFFICE PETTY EXPENSES.	Paid 1878.	\$ cts.	\$ cts.	\$ cts.
1878.	Sundries.....	Dec. 13.....		3 95	
	do	do 14.....		21 95	
	do	do 16.....		155 77	
	do	Jan. 28, 1879.....		4 00	
	do	do 31.....		1 51	
	do	Feb. 28.....		3 61	
	FREIGHT CHARGES AND CARTAGE.	1877.			450 22
	T. G. & G. Co.....	Oct. 20.....		0 65	
	Vickers.....	do 27.....		2 40	
	Sundries.....	Nov. 10.....		5 18	
	do	do 12.....		5 00	
	Overy.....	Dec 8.....		1 35	
	Montreal & Ottawa Freight Co.....	do 18.....		125 00	
	Gray.....	do 20.....		8 50	
	Sundries.....	Feb. 1, 1878.....		15 00	
	American Vice-Consul fees.....	do 11.....		77 85	
	Freight, Havre to Paris.....	March 2.....		446 85	
	Sundries.....	do 8.....		48 73	
	Customs dues.....	do 9.....		7 80	
	Unloading charges.....	do 22.....		20 43	
	Freight, Halifax to France.....	do 22.....		24 58	
	Sundries.....	do 22.....		25 19	
	Duchemin.....	do 30.....		242 37	
	Sundries.....	April 6.....		0 36	
	Freight, Halifax to France.....	do 9.....		66 17	
	Sundries.....	do 13.....		0 97	
	do	do 24.....		3 98	
	do	May 3.....		3 23	
	do	do 31.....		1 00	
	do	June 7.....		0 98	
	do	do 14.....		4 65	
	do	do 29.....		1 70	
	Chamber of Commerce, France.....	July 5.....		70 33	
	London and Brighton Railway Co.....	do 23.....		5 23	
	Larget & Co.....	Aug. 17.....		493 39	
	Thos. Meadows & Co.....	Sept. 3.....		30 76	
	Chamber of Commerce, France.....	do 7.....		2 25	
	W. H. Wood.....	do 27.....		25 00	
	Bay of Quinté Line, "Paris".....	Nov. 9.....	5 50		
	do do "Adventure".....	do 16.....	10 50		
	Sundries.....	Dec. 6.....		16 00	
	do	do 13.....		5 80	
	do	do 14.....		21 77	
	do	do 30.....		21 57	
	do	do 31.....		8 70	
	do	do 31.....		4 87	
	do	Jan. 30, 1879.....		12 32	
1879.	St. Lawrence & Ottawa Railway Co.....	Feb. 3.....		56 48	
	R. K. Claire.....	do 28.....		65 73	
	R. Malcolm.....	do 28.....		60 00	
	Geo. Holman.....	do 28.....		15 75	
	S. C. Skinner & Co.....	do 28.....		27 93	
	W. Notman (return fr'ght on exhibit)	June 11.....		119 70	
	Freight on bronze medals.....	Feb. 5, 1880.....	1 05		
	do	do 5.....	10 22		
	Cie Générale Transatlantique.....	Feb. 11, 1878.....	1,955 95		
	do	do 25.....	483 15		
	do	March 23.....	134 86		
	do	April 8.....	237 90		
	do	do 19.....	24 68		
	do	do 26.....	44 12		
	do	May 3.....	127 25		
	do	do 11.....	182 44		

PARIS EXHIBITION ACCOUNTS—Continued.

Service.	FREIGHT CHARGES AND CARRIAGE.	Paid 1878.	\$	cts.	\$	cts.	\$	cts.
	Cie Générale Transatlantique.....	May 24.....	28	68				
	do	do 29.....	14	90				
					3,232	93		
	Grand Trunk Railway.....	Dec. 20, 1877	284	77				
	do	Feb. 15, 1878	1,161	26				
	do	do 16.....	44	00				
					1,493	93		
	Great Western Railway	Feb. 11.....	162	37				
	do	do 11.....	72	18				
	do	April 18.....	30	09				
					264	64		
	Canada Express	Oct. 8, 1877.	0	85				
	do	Nov. 20.....	1	60				
	do	March 18,'78	2	50				
	do	June 6.....	15	55				
	do	July 16.....	2	50				
					23	00		
	Express charges	Oct. 6, 1877.	17	50				
	do	Nov 15.....	0	80				
	do	do 16.....	1	20				
	do	Sept. 30.....	1	00				
	do	Dec. 5.....	1	00				
	do	do 20.....	39	85				
	do	do 30.....	0	60				
	do	March 9, 1878	11	30				
					73	25		
	S.S. "Newfield"	Nov. 26, 1877	247	59				
	do	Dec. 8.....	5	25				
	do	Jan. 4, 1878.	49	95				
	do	do 15.....	9	52				
	do	Feb. 22.....	293	30				
	do	March 2.....	50	56				
	do	May 29.....	12,855	62				
	do	Sept. 21.....	40	00				
					13,551	79		
	Richelieu & Ontario Nav. Co.....	Oct. 22, 1877	4	85				
	do	do 24.....	2	06				
	do	do 24.....	0	75				
	do	do 29.....	9	49				
	do	do 29.....	7	00				
	do	do 29.....	0	65				
	do	do 31.....	9	80				
	do	Nov. 1.....	3	85				
					38	45		
	J. E. Jacques & Co.....	Oct. 30...	24	53				
	do	Nov. 15...	3	40				
	do	do 15...	12	41				
	do	do 17...	2	00				
					42	34		
	Garnier, Rouen.....	Mar. 2, 1878	211	34				
	do	do 8.....	25	28				
					236	62		
	SPACE AND RENT.							
	Office in Paris.....	Dec. 13, 1877			23	33		
	do Geological Survey.....	June 29, 1878			9	74		
	Space in Exhibition.....	Dec. 16.....			2,687	79		
	Office for night work.....	do 6.....	3	95				
	do	do 21.....	3	95				
					7	90		
	STATIONERY.							
	Jas. Hope & Co	July 6, 1877.			1	45		
May 3, 1877..	"Free Press" Office.....		4	00				
do 15.....	do		2	00				
do 19.....	do		3	50				
					21,170	82		
					2,728	76		

PARIS EXHIBITION ACCOUNT—Continued.

Service.	STATIONERY.	Paid 1877.	\$ cts	\$ cts.	\$ cts.
May 23.....	"Free Press" Office		5 50		
do 28.....	do		2 00		
June 5.....	do		2 50		
		July 26.....		19 50	
Sept. 1.....	"Le National" Office.....		8 00		
do 27.....	do		45 00		
Oct. 11.....	do		45 22		
do 15.....	do		10 50		
do 17.....	do		4 50		
		Nov. 6.....		113 22	
do 29.....	do		2 00		
Nov. 28.....	do		17 50		
		Dec. 7.....		19 50	
Dec. 4.....	do	do 12.....		2 75	
	Sundries.....	Jan. 4, 1878.....		2 00	
	"Free Press" Office.....	Feb. 1.....		13 30	
	Sundries.....	Mar. 8.....		1 28	
	Parkins & Gotto.....	do 20.....		79 93	
	Passmore.....	June 20.....		8 15	
	Sales book	July 27.....		9 74	
	Parkins & Gotto	do 31.....		7 33	
	Sundries.....	Aug. 17.....		1 69	
	do	do 24.....		0 59	
	do	Nov. 2.....		7 34	
	do J. Korman.....	do 13.....		64 63	
	do	Dec. 13.....		1 38	
	do	do 14.....		0 85	
	Stationery Office.....			175 75	
					530 38
	CLAIMS.				
1878.	Geo. Moorehead Manufacturing Co...	Jan. 28.....		139 89	
	T. C. Ker & Co.	Feb. 18.....		29 00	
	Canadian School Apparatus Co.....	Feb. 28, 1879.....		45 38	
	S. & H. Borbridge.....	do 28.....		50 00	
	G. Outram & Sons.....	do 28.....		50 00	
	Bennett Bros	do 28.....		19 00	
	James Pett.....	do 28.....		80 00	
	Burrowes, Stewart & Milne.....	May 5.....		191 85	
	L. J. Sargeant.....	Aug 9.....		145 00	
	R. Lewis.....	March 6, 1880.....		150 00	
	R. Forsythe.....	April 15.....		300 70	
	Sundry wages as per pay sheets.....				1,200 82
					8,190 51
	FOOD PRODUCTS.		1877.		
	J. N. Gregory.....	Oct. 11.....		23 50	
	V. Casci.....	do 11.....		144 50	
	S. W. Passmore.....	Dec. 1.....		202 50	
	Wm. Dubois.....	do 1.....		31 70	
	M. Grovenbury.....	do 1.....		69 00	
	Fox & Vanderlip.....	Jan. 4, 1878.....		127 67	
	Sundries, Montreal.....	do 4.....		48 15	
	do Halifax.....	do 4.....		6 20	
	Dredger.....	do 4.....		11 50	
	Grant.....	do 4.....		9 75	
	Malcolm.....	do 4.....		1 75	
	Saunders.....	do 4.....		2 00	
	Cameron.....	do 4.....		7 60	
	Lewis Grises.....	do 11.....		2 00	
	J. McP. Ross.....	Feb. 1.....		25 00	
	Thompson & Bligh.....	April 17.....	6 00		
	Levi Hart.....	do 17.....	13 00		
	do	do 17.....	22 00		

PARIS EXHIBITION ACCOUNTS.—Continued.

Service.	FOOD PRODUCTS.	Paid 1878.	\$ cts.	\$ cts.	\$ cts.
	James Butler & Co.....	April 17.....	12 00		
	do	do 17.....	4 45		
	H. R. Tupper.....	do 17.....	42 00		
	Thos Doyle.....	do 17.....	30 00		
	Allan & Crowe.....	do 17.....	75 75		
	Dr. Honeyman, Sundries.....	do 17.....	10 05		
	do Services.....	do 17.....	50 00		
				265 25	
	Racine & Co.....	do 19.....		11 30	
	do	May 3.....		11 42	
	A. F. Potter.....	do 24.....		47 92	
	Professor Lawson.....	Feb. 28, 1879.....		12 65	
	G. Taylor.....	do 28.....		4 80	
	Sundries per Mr. Selwyn.....	do 28.....		112 78	
					1,178 94
	J. Gordon Brown, expenses as Honorary Commissioner.....			733 04	
	G. Drolet, expenses as Honorary Commissioner.....			1,228 77	
	J. B. Duffus, expenses as Honorary Commissioner.....			130 00	
1877.	Jos. Perrault, travelling expenses:—				2,091 81
April 9 to 15	Montreal to Ottawa and return.....		25 75		
do 21 to 27	do		26 50		
May 15 to 19	do		20 75		
do 22 to 25	do		14 00		
do 25 to 27	Montreal to Quebec and return.....		8 00		
June 4 to 9	do Ottawa and return.....		23 00		
do 11 to 16	do Toronto, Hamilton and Ottawa.....		31 25		
do 18 to 20	do Quebec and return.....		10 00		
do 21 to 23	do Ottawa and return.....		11 25		
July 3 to 7	do St. John, Toronto.....		21 50		
do 7 to 14	do Toronto, Hamilton, St. Catharines, Dundas, Sutherland.....		30 75		
do 16 to 20	do Ottawa and return.....		18 75		
do 23 to 26	do do		15 50		
Aug. 1 to 4	do do		15 25		
do 6 to 8	do Sorel and return.....		6 00		
do 13 to 15	do Quebec and return.....		8 00		
do 15 to 18	do Ottawa and return.....		15 00		
do 20 to 25	do Halifax, St. John.....		29 50		
do 29 Sept 1	do Ottawa and return.....		15 25		
Sept. 10 to 15	do do		22 50		
do 17 to 21	do Quebec (exhibition).....		17 50		
Oct. 1 to 8	do Halifax (Kentville).....		32 25		
do 9 to 13	do Ottawa and return.....		17 50		
do 23 to 26	do do		15 00		
Nov. 1	do Quebec and return.....		8 00		
do 7 to 10	do Ottawa and return.....		15 75		
do 13	do New York.....		16 00		
do 26	New York to Paris.....		150 00		
Dec. 28	Paris to Rouen and return.....		9 50		
1878.					
Jan. 2 to 3	do		13 00		
do 7	do		9 50		
do 9	do		9 50		
do 12	do		9 50		
do 15	do		9 50		
Dec. 21	Paris to Montreal.....		150 00		
1879.					
Jan. 6	Montreal to Ottawa and return.....		13 00		
Feb. 13 to March 25	do do		60 00		
				924 00	

PARIS EXHIBITION ACCOUNT—Continued.

Service.		Paid. 1878.	\$ cts.	\$ cts.	\$ cts.
1877.					
Nov. 26 to Dec. 31	Personal expenses for 36 days at \$5		180 00		
1878.					
Jan. 1 to 10	do 10 do \$5		50 00		
Jan. 15 to Dec. 21	do 337 do \$5		1,685 00		
May 9, '77, to Mar. 31, '79	Salary at \$225 per month			1,915 00 5,120 00	
	S. P. MAY, TRAVELLING EXPENSES.				7,959 00
July 20...	Toronto to Ottawa and Montreal		66 00		
Aug. 1...	do Hamilton, Paris, Brantford		25 40		
do 6...	do St. Catherines, Merriton, Hamilton		26 60		
do 13...	do Hamilton, Dundas, Strathroy, London		35 10		
do 18...	do Belleville, Sidney, Napanee, Gananoque		66 70		
Sept. 3...	do Montreal, Quebec, Ottawa		79 75		
do 19...	do Newcastle, New Conville, Lesherville, Mimico		8 75 5 00		
do 24...	do London (one week)		37 50		
Oct. 2...	do Guelph		12 00		
do 10...	do Ottawa		41 00		
do 25...	do Lesherville		3 75		
do 27...	do Eglinton		3 00		
Nov. 2...	do Ottawa		38 40		
do 6...	do Hamilton, London, Strathroy		29 50		
do 21...	do Montreal		13 60		
do 26...	do Montreal to Quebec		14 00		
Dec. 2...	do Ottawa		15 60		
do 3...	do do		15 60		
do 12...	do Halifax		43 60		
do 21...	do Ottawa, Kingston		19 45		
do 31...	Toronto to Hamilton, Paris, London, Strathroy, Petrolia		59 25		
do 31...	do Port Hope, Cobourg, Ottawa, Belleville, Sidney, Kingston, Gananoque, Brockville		86 70		
1878.					
Jan. 14...	do Hamilton, London, Strathroy		26 00		
do 19...	do Oshawa		4 50		
do 21...	do Hamilton		4 50		
do 23...	do do		4 50		
do 24...	do Ottawa, Montreal		59 85		
do 31...	do New York, Paris		150 00		
1879.					
Jan. 20...	Paris to London and return		26 00		
do 31...	do New York, Toronto		150 00		
Feb. 15...	Toronto to Ottawa and Montreal		46 00		
do 28...	do Ottawa (one month)		98 00		
	Allowance for personal expenses:—				
	Nov. 9, 1877, to Dec. 21, 1877, 43 days, at \$3.00		129 00		
	Cab		0 50		
	Feb. 15, 1878, to Jan. 29, 1879, 342 days, at \$5.00		1,710 00		
	Salary—July 15, 1877, to March 31, 1879, at \$225 per month			1,839 50 4,612 50	
					7,767 00

PARIS Exhibition Accounts—*Concluded.*

Service.	T. C. KEEFER, TRAVELLING EXPENSES.	Paid.	\$ cts.	\$ cts.	\$ cts.
1877.		1877.			
Dec. 31...	In Canada	Nov. 28...	246 90		
1878.	Ottawa to Paris		170 00		
Jan. 22...	Paris to Rouen, London and return...		100 00		
Feb. 18...	do Havre and return		29 80		
1879.					
Feb. 4...	do Paris to Ottawa		170 00	716 70	
	Allowance for personal expenses :—				
	Dec., 1877, 10 days, at \$5.00		50 00		
	Jan., 1878, 10 days, at \$5.00		50 00		
	Jan. 23, 1878, to Dec. 23, 1878, 334 days, at \$5.00		1,670 00		
	Dec. 24, 1878, to Feb. 4, 1879, 43 days, at \$5.00		215 00		
	Sundries			1,985 00	
	Salary—July 21, 1877, to April 21, 1879, 21 months, at \$500.00		10,500 00	1 14	
	Balance not yet paid		927 60		
	Paid by sundry cheques			9,572 40	
					12,275 24
	Total amount paid on account of Paris Exhibition to date of Order of the House, March 31, 1880				113,905 36

PARIS EXHIBITION (1878) ACCOUNTS.

Dr.		BALANCE SHEET.		Cr.	
		\$ cts.			\$ cts.
To Cash-book, Department of Agriculture	101,713 00	By Advertising	1,388 26		
London Branch of Department of Agriculture	10 22	Printing	3,317 65		
Marine and Fisheries Department	1,543 89	Sundries	5,842 92		
Geological Survey Department		Dominion map	4,602 64		
Geological Department acct	2,218 11	Welland Canal map	1,952 26		
Geological Survey Department—Agricultural	718 70	Lachine do	2,523 17		
Department of Public Works	6,756 05	Geological survey	4,294 51		
Goods sold per T. C. Keefer	521 11	Trophy	14,468 51		
do A. R. C. Selwyn	119 80	Show-cases	9,462 05		
Cash-book, Department of Agriculture, Forsyth	300 70	Postage and telegrams	509 29		
Error in Voucher 15	2 33	Office petty expenses	450 22		
do total of Voucher 81-129	1 14	Freight charges and cartage	21,170 82		
		Space and rent	2,728 76		
		Stationery	530 38		
		Claims	1,200 82		
		Wages, as per pay-sheets	8,190 51		
		Food products	1,178 94		
		J. G. Brown	733 04		
		G. Drolet	1,228 77		
		J. P. Duffus	130 00		
		Joseph Perrault	7,959 00		
		Dr. S. P. May	7,767 60		
		T. C. Keefer	12,275 24		
	113,905 36				113,905 36

RETURN

(76)

To an ADDRESS of the HOUSE OF COMMONS, dated 20th December, 1880 ;—
For copies of all Orders in Council, Telegrams and Correspondence between the Canadian Government and the Imperial Government, respecting the Expenditure of the sum of One hundred thousand dollars, voted by the Canadian Parliament, last Session, for the relief of those in Ireland who were threatened by Famine.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
12th January, 1881.

OTTAWA, 11th January, 1881.

SIR,—In compliance with your request on an Address from the House of Commons, dated the 20th instant, herewith returned, I have the honor, by direction of the Governor-General, to transmit copies of the correspondence which has passed with Her Majesty's Government respecting the Canadian grant for the relief of the distress in Ireland.

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

F. DE WINTON, Lt.-Col.,

Governor-General's Secretary.

Under Secretary of State for Canada.

OTTAWA, 26th February, 1880.

Canadian Government have placed one hundred thousand dollars at your disposal for immediate relief of Irish distress. Mayor of Dublin asks for distribution. Perhaps you would wish portion to be distributed by him. This is left to your discretion, with request that money distributed shall not deprive recipients of franchise.

LORNE.

To the Secretary of State for the Colonies.

The Marquis of Lorne to Sir M. E. Hicks-Beach.

OTTAWA, 27th February, 1880.

SIR,—I have the honor of forwarding to you a copy of an Address which has been presented to me by the Senate and House of Commons of Canada, expressing deep sympathy with the Irish people in their great destitution, and granting to Her Most Gracious Majesty the sum of One hundred thousand dollars for the relief of the sufferers.

The substance of this Address was communicated to you in my telegraphic message of yesterday's date, a copy of which I now enclose.

I have, etc.,

LORNE.

The Right Honorable Sir M. E. HICKS-BEACH, Bart.,
&c., &c., &c.

Received at Ottawa, 5th March, 1880, from the Secretary of State for the Colonies.

With regard to Canadian Grant towards the relief of distress in Ireland. Will your Government decide whether it should be given to Marlborough Fund or divided between that and the Fund of the Mayor of Dublin. The first has received large contributions here, the second has received all the Australian contributions.

OTTAWA, 6th March, 1880.

6th. My Government are desirous you should distribute fund. Will be perfectly satisfied if you divide One hundred thousand dollars between Marlborough Fund and Mayor of Dublin.

LORNE.

To the Secretary of State for the Colonies.

Sir M. E. Hicks-Beach to the Marquis of Lorne.

DOWNING STREET, 20th April, 1880.

MY LORD,—I have the honor to acknowledge the receipt of your Lordship's Despatch, No. 66, of the 27th February with a copy of an Address presented to you by the Senate and House of Commons of Canada expressing deep sympathy with the Irish laboring classes in their present great distress, and granting to Her Majesty the sum of \$100,000 in aid of the sufferers.

2. I had previously to the receipt of this despatch been informed by a letter from Messrs Glyn, Mills, Currie & Co., that they were prepared to pay over an equivalent sum in British sterling as a Parliamentary gift from Canada, on account of the destitution in Ireland, and I had already placed myself in communication with Her Grace the Duchess of Marlborough and with the Lord Mayor of Dublin in respect of the best means to be taken for applying this munificent donation to the object for which it is intended.

3. Your Lordship will observe from the correspondence noted in the margin, copies of which are transmitted with this despatch, that Her Grace's Committee and the Committee of the Dublin Mansion House Fund accepted a proposal that three members of each Committee should unite in forming a Joint Committee for the distribution of this grant, and that the Joint Committee so formed has been subsequently joined by three additional members representing the New York *Herald* Fund Committee, who have agreed to contribute in the proportion of one-third of the sum expended, to the objects to which the Canadian Fund may be applied.

4. Owing to the approaching departure of the Duchess of Marlborough from Ireland, Viscount Monck will henceforth take Her Grace's place on the Committee.

5. My telegram of the 23rd March will already have indicated to you the general plan which it is proposed to adopt in the application of the Fund for the assistance of the distressed people, and I was gratified to receive your telegram of the 13th instant, in which you informed me that your Government cordially approved the proposed distribution.

6. The correspondence now sent, and especially the letter from the Joint Committee of the 8th of this month, will show more precisely the direction in which it is intended that the relief should be given, viz., in the supply of seed. 2nd. In the construction of piers and harbors. 3rd. In providing fishing tackle. 4th. In other reproductive works, such as drainage of land.

7. I have approved this scheme on the understanding that, whenever possible, grants should only be made in aid of local or individual contributions, except of course in special cases where the need is urgent, and it is clear that no such contributions could be obtained.

8. I beg to draw your attention to the letters dated the 17th and 18th of March, from which you will see that on learning of this contribution from Canada, a vote of

thanks was passed by acclamation by the Mansion House Committee, and that the Duchess of Marlborough's Committee has requested me to convey to the Dominion Parliament the expression of their grateful thanks for their generous donation.

9. It only remains for me to request that your lordship will convey to the Senate and House of Commons of Canada, the high appreciation entertained by Her Majesty's Government of the generous liberality which they have manifested on the occasion, and of the sentiments which they have expressed in their Address.

I have, etc., M. E. HICKS-BEACH.

Governor General, the Right Hon.

The Marquis of LORNE, K.T., G.C.M.G.

Sir M. E. Hicks-Beach to the Duchess of Marlborough and the Right Honorable the Lord Mayor of Dublin.

DOWNING STREET, 13th March, 1880.

MADAME,—MY LORD,—I have the honor to acquaint Your Grace,—Your Lordship that the Parliament of Canada has voted the sum of \$100,000 as a contribution towards the relief of the present distress in Ireland, and that the Government of the Dominion has requested me to decide in what manner this munificent donation, amounting to £20,547 sterling, should be applied, making only this stipulation: that the money shall not be so expended as to deprive the recipients of the franchise.

After much consideration I am disposed to think that the benevolent intentions of the Dominion Parliament might be most effectively carried out, and the greatest advantages secured to those whom it is desired to benefit, if a special committee could be appointed to undertake this distribution of this fund, subject to certain general rules which their local experience would enable them to frame, and which they would doubtless be willing to submit for my previous concurrence. Such a committee might, it appears to me, consist of six members, three selected from the committee appointed to advise with Your Grace,—Your Lordship in the distribution of the funds over which you preside, and three from the committee which co-operates with the Lord Mayor of Dublin,—the Duchess of Marlborough in the disposal of the Mansion House Fund,—Her Grace's fund.

I do not desire in any way to limit the proposals, which, after full consideration of the circumstances, a body constituted as I have suggested might be disposed to make; but I may observe generally that I think it would be satisfactory to Canada, as well as to Ireland, if this money were so applied as not only to relieve the immediate necessities of the moment, but also to secure some lasting benefit to the people by works of a reproductive character, assistance to fishermen for the purchase of boats and nets; grants towards providing the contributions required from the localities interested, in order to secure the construction of fishery piers or harbors; or gifts of seed to distressed persons who may be unable to obtain it under the provisions of the recent Act, are instances of the mode in which it occurs to me that this donation might be expended, and which I mention for Your Grace's,—Your Lordship's consideration.

I have addressed a similar letter to the Lord Mayor of Dublin,—Her Grace the Duchess of Marlborough, and I shall be obliged by your early reply as the Canadian donation is now ready for expenditure.

I have, etc., M. E. HICKS-BEACH.

Her Grace the Duchess of Marlborough.

The Right Hon. the Lord Mayor of Dublin.

The Lord Mayor of Dublin to Sir M. E. Hicks-Beach.

MANSION HOUSE FUND FOR THE RELIEF OF DISTRESS IN IRELAND,
DUBLIN, March 16th, 1880.

SIR,—I have the honor to inform you that I this day laid before the Committee of the Dublin Mansion House Fund for the relief of the distress in Ireland, your letter of the 13th instant, relative to the allocation of the munificent grant made by the Dominion Government of Canada for relief of the distress, and that the Committee unanimously resolve to accept the proposal contained in your letter, to nominate three members who should form, with the three of Her Grace the Duchess of Marlborough's Committee, a joint Committee for the disposal of the fund.

The Committee have elected me one of these three, and have authorized me to nominate the other two. I shall do so, and communicate their names to you without delay.

I shall also communicate with Her Grace the Duchess of Marlborough's Committee, and the joint Committee will, no doubt, communicate with you at an early date.

I beg to convey to the Dominion Government the expression of the warm thanks of the Irish people and of this Committee for its splendid generosity.

This Committee will probably pass and forward to the Dominion Government a formal vote of thanks.

I have, etc., E. DWYER GRAY,
Lord Mayor.

The Right Hon. Sir MICHAEL HICKS-BEACH, M.P.,
Secretary of State for the Colonies, Colonial Office.

Sir M. E. Hicks-Beach to the Duchess of Marlborough.

DOWNING STREET, 18th March, 1880.

MADAM,—With reference to my letter of the 13th inst., and to the telegram which Your Grace caused to be transmitted to me on the following day, I have the honor to acquaint Your Grace, that I am informed by the Lord Mayor of Dublin, that the Committee of the Dublin Mansion House Fund for the relief of distress in Ireland, have unanimously resolved to accept the proposal that three members of that Committee should unite with a similar number of members of Your Grace's Committee, in forming a joint Committee for the disposal of the grant made by the Dominion Government of Canada for the alleviation of the distress, and that His Lordship has been elected one of the three with power to nominate the two others, whose names will shortly be communicated to this Department.

I trust that it may be convenient to the joint Committee to meet as soon as possible with a view to the early distribution of the donation.

I have, etc., M. E. HICKS-BEACH.
Her Grace the Duchess of Marlborough,
&c., &c., &c.

Dr. Grimshaw to the Colonial Office.

DUCHESS OF MARLBOROUGH'S FUND FOR THE RELIEF OF DISTRESS IN IRELAND,
COMMITTEE ROOMS, THE CASTLE DUBLIN, 17th March, 1880.

DEAR SIR,—I am directed by Her Grace the Duchess of Marlborough to inform you that your letter of the 13th inst. (already acknowledged by telegram) was brought under the notice of Her Grace's Committee on Monday the 15th instant, when the proposal therein contained, relative to the application of the Canadian donation for the relief of distress in Ireland, was considered and highly approved of. The

Committee nominated Her Grace as one of the persons to co-operate in the distribution of the fund, and requested her to select two colleagues. Her Grace selected Colonel Gerald R. Dease and myself to act with her in the matter, and we trust we shall be able, in conjunction with representatives of the Mansion House Committee, to carry out your views. The matter has been considered by the Mansion House Committee, and we believe they are likely to arrive at a favorable conclusion.

I am directed further to request that you will be good enough to convey to the Dominion Parliament of Canada the grateful thanks of Her Grace's Committee for their generous donation towards the assistance of the distressed in Ireland, and to thank you for the confidence you have reposed in them by permitting them to take part in the constitution of a body for the application of the fund.

I am, &c., THOS. W. GRIMSHAW,
Joint Hon. Secretary.

The Right Hon. Sir M. E. HICKS-BEACH, M.P.,
Colonial Office, London.

Sir M. E. Hicks-Beach to the Lord Mayor of Dublin.

DOWNING STREET, 20th March, 1880.

MY LORD,—I have the honor to acknowledge the receipt of Your Lordship's letter of the 16th instant, informing me that the Committee of the Dublin Mansion House Fund for the relief of distress in Ireland had unanimously resolved to accept the proposal that three members of that Committee should unite with a similar number of members of the Duchess of Marlborough's Committee in forming a joint Committee, for the disposal of the grant made by the Dominion Government of Canada for the alleviation of the distress, and that Your Lordship had been elected one of the three with power to nominate the others, whose names would shortly be communicated to me.

I have since been informed that the Committee for the distribution of the Duchess of Marlborough's Fund have nominated Her Grace as one of the members of the joint Committee, requesting her to select two colleagues, and that Her Grace has accordingly selected Colonel Gerald R. Dease and Mr. T. W. Grimshaw for the purpose.

I trust that the Joint Committee may be able to meet at a very early date.

I have, &c., M. E. HICKS-BEACH.

The Rt. Hon. the Lord Mayor of Dublin.

The Lord Mayor of Dublin to the Colonial Office.

MANSION HOUSE FUND FOR THE RELIEF OF DISTRESS IN IRELAND,
DUBLIN, 18th MARCH, 1880.

SIR,—Referring to my letter of the 16th inst., I beg to say that I have nominated Mr. Thomas Pim, junior, and Mr. P. B. Dillon, junior, to act with me on the joint Committee for the distribution of the sum voted by the Government of Canada for the relief of the distress in Ireland. The Mansion House Committee to-day passed with acclamation a vote of thanks to the Dominion Government.

I have, &c., E. DWYER GRAY,
Lord Mayor.

The Rt. Hon. Sir MICHAEL HICKS BEACH, M.P.,
Secretary of State for the Colonies, Colonial Office.

Dr. Grimshaw to Sir M. E. Hicks-Beach.

13, MOLESWORTH STREET, DUBLIN, 8th April, 1880.

SIR,—At a meeting of the Committee appointed by you to administer the Fund voted by the Canadian Dominion Parliament, held at the Shelbourne Hotel, Dublin, on the 7th of April—Present, Her Grace the Duchess of Marlborough in the chair, also Colonel Dease, Mr. Thomas Pim and Dr. Grimshaw.

The resolution of the former meeting having been considered and the Committee of the New York *Herald* having signified their wish to co-operate with the Committee and that a deputation from that Committee consisting of Col. King Harman, Dr. Hepworth and Professor Baldwin, had been appointed to confer with the Committee, it was decided to receive the deputation.

Col. King Harman being unable to attend, the New York *Herald* Fund Committee was represented by Dr. Hepworth and Professor Baldwin.

The Committee having conferred with the representatives of the New York *Herald* Fund, it was resolved that it was advisable that the Canadian Fund should be applied to the following objects:

- 1st. Supply of Seed.
- 2nd. The Construction of Piers and Harbours.
- 3rd. Providing for Fishing Tackle.
- 4th. Other reproductive works such as drainage of land.

The New York *Herald* Fund Committee to have their representatives on the Committee and agreeing to contribute to any of the above objects in the proportion of one third of the sum expended.

It was resolved that the above proposal should be submitted to you for your approval.

In accordance with the foregoing statement I beg to request that you will be good enough to inform me if you will sanction the above mentioned arrangement.

I remain, &c., F. W. W. GRIMSHAW.

The Rt. Hon. Sir M. E. HICKS-BEACH,
Colonial Office.

The Marquis of Lorne to Sir M. E. Hicks-Beach.

OTTAWA, 13th April, 1880.

SIR,—I had the honor to send to you, to-day, a telegraphic message as follows:

"13th. Privy Council desire me to express their cordial approval of your distribution of the sum granted by Dominion Parliament for relief in Ireland and request me to convey to you their sincere thanks for the trouble you have taken and the arrangements you have made."

I enclose a copy of an approved Report of Committee of the Privy Council on which the above telegram was based.

I have, &c., LORNE.

The Right Hon. Sir M. E. HICKS-BEACH, Bart.

The Earl of Kimberley to the Marquis of Lorne.

DOWNING STREET, 29th April, 1880.

MY LORD,—With reference to my predecessor's despatch, No. 123, of the 20th instant, on the subject of the sum of \$100,000 voted by the Parliament of Canada for

the relief of the distress prevailing in Ireland, I have the honor to acquaint you, for the information of your Government, that a letter has been received from the Committee appointed to administer the fund, stating that it has been advised by the National Bank of Ireland, that the sum of £20,547 18s. 10d. being the equivalent of the grant, has been paid into the credit of the account of the Canadian Fund for the relief of distress in Ireland.

I have, &c.,

KIMBERLEY.

Gov.-General, the Right Hon. the Marquis of LORNE,
K.T., G.C.M.G., &c., &c.

RETURN

(77)

Of Baptisms, Marriages and Burials—General Statement of, for certain Districts in the Province of Quebec, for the year 1880.

RETURN

(78)

To an ORDER of the HOUSE OF COMMONS, dated 11th February, 1881;—
Showing the names of all Persons employed, 1st. As Permanent French Translators; and 2nd. As Sessional French Translators of this House, from the 1st January, 1874, to the 1st February instant, with the amount of money paid per month or per day as Salary or Wages to each of them respectively, for each month within the same period.

JOHN GEORGE BOURINOT,

The Clerk of the House.

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

RETURN

(78a)

To an ORDER of the HOUSE OF COMMONS, dated 17th February, 1881;—
For a Statement showing the names of all Persons employed as
Additional French Translators translating by the page, during the
last Session of the Dominion Parliament.

2. The number of pages translated by each of the said persons.

3. The price fixed in advance for each page so translated, and the
price paid to each of the said Additional Translators for each of the
pages so translated.

4. The names of each of the Officers of the House of Commons
who certified separately the number of pages so translated, and copies
of each Certificate given by them, and of each Receipt given by each
of the said Additional Translators.

JOHN GEORGE BOURINOT,

The Clerk of the House.

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

RETURN

(78b)

To an ORDER of the HOUSE OF COMMONS, dated 7th March, 1881;—For copies of any Correspondence in relation to the Sub-division of the Department or Office of French Translators, with a view to having a Special Office for the translation of the Laws of Canada.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
15th March, 1881.

RETURN

(79)

To an ADDRESS of the HOUSE OF COMMONS, dated 2nd February, 1881;—For copies of all Correspondence between any of the Provincial Governments and the Government of the Dominion, relating to the rights of the Provincial Governments to appoint Police Magistrates, Justices of the Peace and Inspectors of Licenses.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
17th February, 1881.

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

STATEMENT

(80)

Of Receipts and Payments, from the 1st to the 10th February, 1881, and from the 1st July, 1880, to the 10th February, 1881.

RETURN

(81)

To an ORDER of the HOUSE OF COMMONS, dated 2nd February, 1881;—
For copies: 1st. Of the Correspondence respecting the Contract for all the Wood furnished to the Department of Marine for the use of the Lower Lightship in the Traverse, during the past summer.

2nd. The price paid for this Wood; the quantity, quality and kind furnished.

3rd. The person who furnished this Wood.

4th. The person who received and measured this Wood.

5th. Copies of the aforesaid Contract, or of any Document giving evidence of its terms.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
16th February, 1881.

Secretary of State.

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

RETURN

(82)

To an ADDRESS of the HOUSE OF COMMONS, dated 2nd February, 1881 ;—
For copies of all Correspondence relating to the appointment of Major
General Luard ; together with copies of all Complaints made to the
Department of Militia, or the Government, in regard to the admin-
istration of Militia affairs by the said Luard.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
February, 1881.*Secretary of State.*

RETURN

(83)

To an ORDER of the HOUSE OF COMMONS, dated 7th February, 1881 ;—For
a Return of the number of Tons of Silver Ore exported from Ontario
during the past five financial years.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
17th February, 1881.*Secretary of State.*

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

RETURN

(84)

To an ADDRESS of the HOUSE OF COMMONS, dated 13th December, 1880;—
For all the Evidence collected in regard to Wreckage in Canadian Waters, particularly on the shores of Lakes Erie, Ontario and Huron, and Rivers St. Clair and Detroit; also, a Statement of the money expended, and to whom paid, for collecting the same.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
17th February, 1881.

Secretary of State.

RETURN

(85)

To an ORDER of the HOUSE OF COMMONS, dated 23rd December, 1880;—
For a Statement showing in what parts of the North-West Territories there has been a total failure of the usual supply of the food on which the Indians subsist, what it is that has so failed, how many Indians in consequence of this total failure have been dependent upon the Indian Department for the means of subsistence, the kind of supplies furnished, from whom purchased, whether by private Contract or by public Tender, the Amount paid for each kind, the Quantity, the Amount paid for Freight, to whom paid, from what places and to what places carried, and the Amount paid for Distribution.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
16th February, 1881.

Secretary of State.

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

RETURN

(85a)

To an ORDER of the HOUSE OF COMMONS, dated 23rd December, 1880 ;—
For copies of any Correspondence relating to the dismissal of any Indian Agent or other Officer connected with the management of Indian Affairs in the North-West Territories.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
28th January, 1881.

Secretary of State.

RETURN

(85b)

To an ORDER of the HOUSE OF COMMONS, dated 16th December, 1880 ;—
For a Statement showing what progress has been made in surveying Indian Reserves under the Indian Act of 1880.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
28th January, 1881.

Secretary of State.

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

RETURN

(85c)

To an ORDER of the HOUSE OF COMMONS, dated 20th December, 1880;—
For a Return showing the Name and Nationality of each of the Instructors to the Indians in the Territories of Canada; the residence and former occupation of each such Instructor at the time of appointment; if any removal, the date and cause of removal; the Salary or Allowance paid to each, and a detailed Statement of all expenses connected with the instruction of the said Indians; also, a copy of any Report or Correspondence to the Department of the Interior from any such Instructors, and a detailed Statement of the various Articles supplied to each Instructor.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
25th February, 1881.

Secretary of State.

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

RETURN

(86)

To an ADDRESS of the HOUSE OF COMMONS, dated 2nd February, 1881, For a Copy of a Return of the several Timber Limits granted to parties in the North-West Territories and Keewatin, the Names of those to whom they were Granted, the Locality of said Limits, and the number of Acres specified; and copies of the Orders in Council granting the said Limits.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
22nd February, 1881.

Secretary of State.

RICHARD FULLER & CO., TIMBER LIMIT SITUATE ON THE LAKE OF THE WOODS, KEEWATIN.—AREA, 38,400 ACRES.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 22nd January, 1872.

On an application from Messrs. R. Fuller, Harris Buchanan, John Green and John McNab, all of the City of Hamilton, to be allowed to purchase or lease certain timber lands of the North-West Territory adjoining the Province of Manitoba, and on a further letter dated 20th November, 1871, from Mr. Fuller, on behalf of himself and the other gentlemen named, explaining and proposing further terms in connection with their said application.

The Committee advise that the application submitted be entertained on the terms and conditions specified in the report of the Honorable Mr. Howe, acting for the Secretary of State.

Certified, WM. H. LEE, C.P.C.

The Hon. Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE FOR CANADA,
OTTAWA, January 20th, 1872.

In reference to the application, dated the 21st of October last, of Messrs. R. Fuller, H. Buchanan, J. Green and John McNab, all of the City of Hamilton, for the purchase or lease of certain timber lands in the North-West Territory, adjoining the Province of Manitoba, and to the further letter of Mr. Fuller, dated the 20th November last, on behalf of himself and the other gentlemen named, explaining and proposing further terms of the consideration of the Government in connection with the said application.

The undersigned, believing it to be the duty of the Government to contribute by every consistent means to any arrangement by which the most pressing and

immediate want of settlers going into the Province, *that of building material*, may be supplied at some reasonable rate, has the honor to recommend to Council, that the said application be entertained on the following terms and conditions, that is to say:

1. The parties named to be allowed to build mills of the character and capacity as hereinafter described, on any unclaimed land on the shore of Lake Manitoba, and on the completion of such mills to have the exclusive right to purchase at one dollar per acre, the *section*, whole or fractional, as the case may be, (that is up to the extent of 640 acres) within which, on the survey of the township, such mills may be found to be situate, provided that the same be not required by the Government for a town site, or for public works, in which case the agent at Fort Garry for Dominion Lands, shall determine and allot the quantity of land to be sold to the said parties with such mills.

The said mills to be as follows: One lumber mill of the culling capacity of 30 thousand per diem, and one shingle mill of the manufacturing capacity of 30 thousand per diem, both of the said mills to be in working order by the 1st December, 1872, and to be continuously worked.

2. The said parties to have the right, until the tract applied for by them near Swan Creek be surveyed into timber limits, to cut logs from the public lands for supplying the said mills, but no such right to be exercised excepting upon the said tract near Swan Creek, or on such other territory as may be indicated by the agent of Dominion Lands aforementioned, and in no case shall timber be taken outside of the district within which the Indian title has been extinguished.

3. Upon the tract near Swan Creek, above mentioned, being surveyed and laid out into limits, the said parties to have the selection or choice of such limits, *as the same shall have been surveyed by the Government*, but such limits so selected shall not exceed an area of sixty square miles, and the same shall be so selected by the said parties forthwith, upon being notified that such limit surveys and plans are completed, and upon such notification the above *interim* privilege of cutting logs upon the public lands (outside of the limits selected) shall thenceforth cease.

4. The conditions of lease of the said limits, on which at the time of selection as above, the said parties shall pay a bonus of fifteen dollars to the square mile, shall be as follows, that is to say:—

1. The terms to be twenty-one years.

2. The lessees to erect mills of the character and capacity above set forth, and put the same in operation by the date mentioned, and work the same continuously.

3. The lessees to take from every tree they cut down all the timber fit to use, and manufacture the same into lumber or some other saleable product, such lumber to be sold to the public at the said mills, at prices not to exceed as follows, that is to say:—

Stock lumber at thirty dollars per thousand, and shingles at three dollars per thousand.

4. To prevent on the part of their men all unnecessary destruction of growing timber, and to exercise strict and constant supervision to prevent the origin or spread of fires.

5. To make monthly returns to the Government, sworn to, declaring the extent of their sale during each month of all lumber, timber, railway car stuff, ships' timber and knees, shingles, laths, cordwood, in fact of all products from such timber limit in whatever form the same may be.

6. To pay the Government, in addition to the bonus per square mile mentioned, an annual ground rent of two dollars per square mile, and further a royalty of five per cent. on their monthly account of sales as above.

7. To submit their books for the inspection of the collector of dues whenever required, for the purpose of verifying their returns of sales.

8. That such lease be subject to forfeit for infraction of any one of the conditions above, or of fraudulent returns, of which the Government to be the sole judge, and in such case the Crown to have the right to cancel such lease, and to make a fresh disposition of the limits described therein at any time during the said term.

The monthly returns called for by clause five above, to be regularly made by the said parties during such time as they may be supplying their mills from the public domain prior to the survey and selection of limits, and the royalty of five per cent. as set forth in clause six, to be paid by them on all such accounts of sales accordingly.

It being further fully understood that the said parties accept this arrangement in every way, subject to the same being altered and made consistent with the policy which may be adopted by Parliament in dealing with the timber on the Dominion Lands.

Respectfully submitted,

JOSEPH HOWE, *For the Secretary of State.*

(Copy—Memorandum.)

DEPARTMENT OF STATE, DOMINION LANDS OFFICE,
OTTAWA, January 13th, 1872.

In reference to the application, dated the 21st October last, of Messrs. R. Fuller, H. Buchanan, J. Green, and John McNab, all of the City of Hamilton, for the purchase or lease of certain timbered lands in the North-West Territory adjoining the Province of Manitoba, and to the further letter of Mr. Fuller, dated the 20th instant herewith, on behalf of himself and the other gentlemen named, explaining and proposing further terms for the consideration of the Government, in connection with the said application, the undersigned believing it to be the duty of the Government to contribute by every consistent means to any arrangement by which the most pressing and immediate wants of settlers going into the Province, *that of building material*, may be supplied, and at some reasonable rate, would respectfully recommend that the said application be entertained on the following terms and conditions, that is to say:—

1. The parties named to be allowed to build a mill on any unclaimed land on the shore of Lake Manitoba, and to have the exclusive right to purchase at one dollar per acre the section up to the extent of 640 acres, within which, on the survey of the township, the mill may be found to be situate, provided that the same be not required for a town site, or for public works by the Government, in which case the Agent of Dominion Lands to determine and allot the quantity of land to be sold to the said parties with the mill.

2. The said parties to have the right, until the tract applied for by them near Swan Creek be surveyed into limits, to cut logs from the public domain for supplying the said mills, but no such right to be exercised outside of the district, within which the Indian title has been extinguished.

3. Upon the tract above mentioned being laid out into limits, the said parties to have the selection or choice of such of the limits, or parts of limits therein, not to exceed an area in the proportion of two square miles, to the cutting capacity per thousand in the twenty-four hours of their mill, that is to say: For a mill cutting 30,000 per 24 hours, 60 square miles of limits, such limit to be taken at the upset price of \$15 per square mile, and to be held by the said parties in all respects on the conditions hereinafter laid down, and upon the said parties being notified to make such selection or choice, the above *interim* privilege of cutting logs on the public domain outside of such berths thenceforth to cease.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 17th February, 1873.

On an application from R. Fuller, Esq., of Hamilton, setting forth that in consequence of there proving to be no timber on the east shore of Lake Manitoba, near Swan Creek, when applied for by him last year, he and the others interested with him, under the Order in Council dated the 22nd January last, respecting the building of a mill, &c., have been unable, although having gone on in good faith and incurred con-

siderable expense, to carry out the conditions of the said order, having taken the engine and boiler for the mill into Manitoba, and requesting that the provisions of the said order may be made to apply as follows:—

1st. That the shores of Lake Winnipeg, or in the vicinity thereof, or the mouth or some other point on the River Winnipeg, may be substituted for Lake Manitoba.

2nd. That the following timber limits be substituted for those near Swan River alluded to, that is to say, consisting of the several islands included in that part of the Lake of the Woods lying to the north of the Narrows of the said lake, that is, north of a due east and west line from the point of the Peninsula, extending south-east from the north-west angle of the said lake, and bounding on the south of the bay which contains the said angle, the several islands being all those contained in that certain part of the said Lake of the Woods, shown on the tracing in Mr. Fuller's application marked A and initialed R.F., and bearing date November 29th, 1872.

The Honorable the Secretary of State, in his report dated 13th December, 1872, states that being satisfied the delay on the part of the applicant has arisen from the scarcity of timber where the same as alleged, was understood to exist, and knowing that the public interests in Manitoba would be served by the erection of these mills, he recommends that the Order in Council of 22nd January last be amended in so far as the change of mill site is concerned; that the limit asked for be granted when the Indian title is quieted, but shall not exceed in area that fixed by the afore-mentioned Order in Council, and that the period for the erection of the mill be extended for one year from the date of the approval of this recommendation.

The Committee submit the above recommendation for Your Excellency's approval.

Certified,

W. A. HIMSWORTH, C.P.C.

The Hon. Secretary of State.

DEPARTMENT OF SECRETARY OF STATE,
OTTAWA, 13th December, 1880.

The undersigned has the honor to submit, for the information of His Excellency the Governor General, the subjoined letter of R. Fuller, Esquire, of Hamilton, setting forth that in consequence of there proving to be no timber on the east shore of Lake Manitoba, near Swan Creek, where applied for by him last year, he and the others interested with him, under the Order in Council, dated the 22nd January last, respecting the building of a mill, &c., have been unable, although having gone on in good faith and incurred considerable expense by bringing machinery into Manitoba, to carry out the conditions of the said order, and he now asks that the provisions of the said order may be made to apply as follows:—

1st. That the shores of Lake Winnipeg, or in the vicinity thereof, or the mouth or some other point on the River Winnipeg, may be substituted for Lake Manitoba.

2nd. That the following timber limits be substituted for those near Swan River alluded to, that is to say, consisting of the several islands included in that part of the Lake of the Woods lying to the north of the Narrows of the said lake, that is north of a due east and west line from the point of the Peninsula, extending south-east from the north-west angle of the said lake, and bounding on the south of the bay which contains the said angle, the several islands being all those contained in that certain part of the said Lake of the Woods, shown on the tracing in the body hereof marked A and initialed R.F., and bearing date November 29th, 1872. That the period for the erection of their mill be extended for one year.

The undersigned being satisfied the delay on the part of the applicant has arisen from the scarcity of timber, where the same, as alleged, was understood to exist, and knowing the public interests in Manitoba would be served by the erection of these mills, recommends that the Order in Council of 22nd January last be amended in so far as the change of mill site is concerned: that the limit asked for be granted when the Indian title is quieted, but shall not exceed in area that fixed by the afore-men-

tioned Order in Council, and that the period for the erection of the mill be extended for one year from the date of the approval of this recommendation.

All of which is respectfully submitted,

J. C. AIKINS.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 2nd March, 1874.

On the application, dated the 1st December last, of R. Fuller & Co., forwarding the bonus of \$900 on the timber limit of sixty square miles, consisting of the islands in the north part of the Lake of the Woods, and requesting, now that the Indian title has been extinguished, that the said islands may be surveyed, and that they may receive a lease of these limits, as provided for under the Order in Council passed in their behalf.

The Surveyor-General of Dominion Lands in his report, dated 26th February, 1874, recommends that he be authorized to cause a survey of such of the said islands as may contain merchantable timber, and that upon such survey the applicants receive a lease of such of the said islands as they may select, up to the extent of the sixty square miles, it being, however, understood,—

1. That the lease is to be subject to the consent of the Indians in the event of the islands selected falling within the sections to be set apart as reserves, which, under the treaty, are to be administered by the Government.

2. That so soon as railway communication is opened up between the Lake of the Woods and Fort Garry, the interim privilege of cutting timber on Big Black Island, in Lake Winnipeg, enjoyed by them, is to cease; and

3. That in case the islands selected by the said parties should fall within the sections to be set apart as reserves, as above, and the consent of the Indians to the lease thereof cannot be obtained, then that the said parties shall have the right to select limits to an equal extent, in lieu thereof, elsewhere on the Dominion Lands, such selection to be subject to the approval of the Minister of the Interior.

On the recommendation of the Honorable the Minister of the Interior, the Committee advise that the report of the Surveyor-General be approved and acted on.

Certified, W. A. HIMSWORTH, *C.P.C.*

The Hon. Minister of the Interior.

(Memorandum.)

DEPARTMENT OF THE INTERIOR, DOMINION LANDS OFFICE,
OTTAWA, 18th June, 1875.

The undersigned has perused carefully the report made by Lachlan Kennedy Esq., D.L.S., respecting his survey of the islands and certain part of the mainland in the north part of the Lake of the Woods.

Respecting the timber limit of sixty square miles for Messrs. Fuller & Co., of Hamilton, which Mr. Kennedy was instructed to survey last year, the undersigned agrees with him that it would not be in the interests of the Department to spend any more money in the survey of this limit, and looking at all the facts and circumstances, he begs respectfully to recommend Mr. Kennedy's suggestion, that the whole of the remaining islands, together with a certain portion on the mainland, not to exceed, say ten miles, in addition to the islands, shall be entered in the lease to Messrs. Fuller & Co., as in full of their sixty square miles of limits, it being understood that the survey of this additional ten miles on the main shore to make up the sixty miles shall be entirely at the expense of the lessees.

Respectfully submitted,

J. S. DENNIS, *Surveyor-General.*

The Hon. Minister of the Interior, Ottawa.

Messrs. MACAULAY, GINTY and SPRAGUE—Timber limit situate in the vicinity of Roseau River, area 32,000 acres. MACAULAY and GINTY—Timber limit situate on the Winnipeg River, area 32,000 acres.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 30th January, 1873.

On an application from Messrs. Macaulay, Ginty and Sprague, for a timber limit on or in the vicinity of Roseau River, in the North-West Territory, as shown in a sketch or plan which they furnish.

The Honorable the Secretary of State, in a report dated 24th January, 1873, states that under the circumstances referred to in said report, he recommends that a lease be granted of the limit applied for so soon as the same can be described by survey, the area of which shall not exceed fifty square miles, that a sash and door factory be put in operation by August next, that stock lumber be sold at the mill at a price not exceeding thirty dollars per thousand, that the bonus be twenty dollars per square mile, and that all the provisions for timber regulations in the Land Act, except as to bonus, be complied with.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, W. A. HIMSWORTH, C.P.C.

The Hon. Secretary of State.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 7th July, 1873.

On letters from Messrs. Macaulay and Ginty, dated respectively the 1st of April and 14th May last, representing that on examining the Roseau River timber berth, granted by Order in Council dated the 30th January last, it is found now, since the International Boundary has been run, that nearly all the timber is in United States territory, leaving that on our side of the line not worth applying for, and asking that permission be granted them to substitute therefor a certain other limit situate on the Winnipeg River.

The Honorable the Secretary of State, in a report dated 23rd June, 1873, states that having reference to said letters, and the remarks and recommendations thereon by the Surveyor-General, he sees no objection to new limits of equal extent in the locality as now asked for, being substituted for those granted under the Order in Council dated the 30th January last, and he accordingly recommends Messrs. Macaulay and Ginty's application to the favorable consideration of Your Excellency.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, W. A. HIMSWORTH, C.P.C.

The Hon. Minister of the Interior.

OFFICE OF THE SECRETARY OF STATE, 23rd June, 1873.

Having reference to the letters of Messrs. Macaulay and Ginty, dated respectively the 1st April and 14th May last, representing that on examining the Roseau River timber berth, granted by Order in Council, dated the 30th January last, it is found now since the International Boundary has been run, that nearly all the timber is in United States territory, leaving that on our side of the line not worth applying for, and asking that permission be granted them to substitute therefor a certain other limit situate on the Winnipeg River, and to the remarks and recommendation connected therewith by the Surveyor-General, the undersigned has the honor to report for the information of His Excellency the Governor General that he sees no

objection to new limits of equal extent in the locality as now asked for being substituted for those granted under the Order in Council dated the 30th January last, and he accordingly recommends to the favorable consideration of His Excellency Messrs. Macaulay and Ginty's application.

Respectfully submitted,

J. C. AIKINS.

W. J. MACAULAY, Esq.—Timber limit situate between the Lake of the Woods and Rainy Lake, Keewatin, area 64,000 acres.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 14th April, 1874.

On the petition of W. J. Macaulay, Esq., for a grant of a timber limit of 100 square miles in area on the east shore of the Lake of the Woods, were applied for by him on the 13th April, 1872, or in that vicinity, such limit to be selected and reported by him within six months, so that he may be certain of securing timber for his mills in paying quantities.

The Honorable Mr. Scott, acting in the absence of the Honorable the Minister of the Interior, in a memorandum dated 13th January, 1874, states as follows:—

Mr. Macaulay applied for limits on the north-east shore of the Lake of the Woods on the 13th April, 1872, and was informed that in consequence of the Indian title not having been extinguished over that part of the country, his application could not then be entertained.

He applied subsequently for a limit on the Roseau river, in the south-west part of the Province, and one was granted to him on the 30th January last. It appeared, however, when the International boundary came to be run, that most of the timber supposed to be on his limit was in the United States, and in May last he reported the fact, and asked to be allowed to substitute a limit on the Winnipeg River, requesting permission, however, to cut timber on the Roseau until he should be able to make that on the Winnipeg available, and his request was granted.

He now reports that he apprehends serious difficulties in working this latter limit at the present time, and expresses the desire to secure a further limit in the Lake of the Woods District.

The acting Minister further states that, being cognizant of the enterprise exhibited, and the large capital invested by Mr. Macaulay as the pioneer of the Province of Manitoba in endeavoring to supply the great want of that Province, that is to say, lumber and building material, and in view of all the facts, he recommends that he be granted the privilege of selecting additional limits in the district applied for, such tract not to be less in extent each than twenty square miles, and not to exceed in all 100 square miles, the bonus to be paid for the same to be twenty dollars per square mile, the same as charged him for the Winnipeg limit, provided always,—

1. That such limit shall not form part of any reserve set apart under the late treaty for actual occupation by Indians, and

2. That on the adjustment of the question of boundary between the Dominion and the Province of Ontario, should the limits so granted prove to be within the said Province, this Government shall not be held liable to the lessee in any way to secure his continuing in the enjoyment thereof, or for any damages he may sustain by reason of any action which may be taken by the Government of the said Province in respect to the grant now made.

The Committee submit the above recommendation for Your Excellency's approval.

Certified,

W. A. HIMSWORTH, C.P.C.

The Hon. Minister of the Interior.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 5th March, 1875.

On an application made by W. J. Macaulay, Esq., dated the 21st ultimo, stating with reference to a timber limit granted to him at the Lake of the Woods, by Order in Council, on the 14th April, 1874, that it has been impossible for him to make the selection of his limit, so far, in accordance with the said order, as such selection is in some degree contingent on the selection and survey of the limits of sixty miles previously granted in favor of Fuller & Co., of Hamilton, which selection and survey although now in progress is not yet completed, and requesting that the time within which his limit shall be selected may be extended till the first day of November next.

The Honorable the Minister of the Interior, in view of the large expenditure already made by Mr. Macaulay in connection with his mills, planing machines, etc., at Winnipeg, recommends that his application be granted, but in consequence of the Boundary between Ontario and the Dominion Lands being still unsettled, that the same be subject to the conditions relating thereto embodied in the former Order in Council.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, W. A. HIMSWORTH, C.P.C.

The Hon. Minister of the Interior.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 8th March, 1876.

On a memorandum, dated 3rd March, 1876, from the Honorable the Minister of the Interior, submitting a letter from W. J. Macaulay, Esq., of Winnipeg, on the subject of the timber limit granted to him on the eastern shore of the Lake of the Woods, by Order in Council of the 14th April, 1874,

The Minister states that from Mr. Macaulay's statements it would appear that it would be impossible for him to obtain more than twenty square miles of limits at the Lake of the Woods; that Mr. Macaulay also writes that the original understanding was that the bonus per square mile for his limit should be the same as that paid by Messrs. Fuller & Co., that is to say: fifteen dollars per square mile, and that the Order in Council, however, placed it at twenty dollars per square mile.

The Minister recommends that Mr. Macaulay be allowed till the 1st December next to select the above twenty miles, and a further quantity of eighty square miles on the Manitou River and Lake as now applied for, making in all 100 square miles—but no timber lands to be selected by him within twenty miles of the Canadian Pacific Railway line;—further, as Mr. Macaulay appears to have been promised his limit at a bonus of fifteen dollars per square mile, that he be allowed to have it at that price.

The Minister adds that it should be a condition in view of the question of the boundary between the Dominion and the Province of Ontario being still in abeyance, that, in the event of such boundary, on the same being determined, falling westward of the lands, or any portion thereof, granted as limits to Mr. Macaulay, described in this report, this Government shall not be held liable to him in any way to secure his continuing in the enjoyment thereof, or for any damages he may sustain by reason of any action that may be taken by the Government of the said Province in respect hereof.

The Committee submit the above recommendations for Your Excellency's approval.

Certified, W. A. HIMSWORTH, C.P.C.

The Hon. Minister of the Interior.

COPY of a Report of a Committee of the Honorable Privy Council, approved by His Excellency the Governor General in Council, on the 18th April, 1878.

The Committee of Council have had before them the Memorandum hereunto annexed, dated 16th April, 1878, from the Hon. the Minister of the Interior, relative to a timber limit of one hundred square miles in area on the east shore of the Lake of the Woods, or in that vicinity, granted to Mr. W. J. Macaulay on the 14th April, 1874, such limit to be selected and surveyed by him, and whose claim as to the area was confirmed by a second Order in Council, dated the 8th March, 1876, and they advise that the recommendations submitted in said memorandum is approved and acted on.

Certified, W. A. HIMSWORTH, C.P.C.

MEMORANDUM :

DEPARTMENT OF THE INTERIOR, OTTAWA, 16th April, 1878.

The undersigned has the honor to report to Council that Mr. W. J. Macaulay, who was granted a timber limit of one hundred square miles in area, on the east shore of the Lake of the Woods, or in that vicinity, on the 14th April, 1874, such limit to be selected and surveyed by him, and whose claim as to area was confirmed by a second Order in Council, dated 8th March, 1876, has now submitted a plan and descriptions dated the 11th inst., showing selections and surveys of pine lands, amounting in all to an area of $74\frac{59}{100}$ square miles, the several tracts making up that quantity being exhibited on the map accompanying his letter, and also set forth in separate tracings certified by the surveyor employed by him to locate his limits.

Mr. Macaulay explains that owing to the time involved examining the country in order to enable him to make these selections and the cost of the latter, he has been unable to this time to select and survey more than this quantity, but requests to be allowed to make the selection of the remaining $25\frac{41}{100}$ square miles at one, or partly at both of the points marked in pencil respectively A and B on the map mentioned, the localities indicated by these letters being situate respectively on the east and west sides of the northerly portion of the Rainy Lake; the remaining portion of the area of his limit, as above, to be surveyed, and maps and descriptions thereof furnished to this Department at his expense.

The undersigned had occasion, during his visit to Manitoba last autumn, to observe the lumber manufacturing establishment of Mr. Macaulay, in which, evidently a large amount of capital has been expended, and the value of which as contributing towards the requirements of settlers in the way of supplying lumber, cannot be denied.

In view of this fact and of the promise of the Government already made by Council to Mr. Macaulay, the undersigned respectfully recommends that the selection and survey now reported by him be approved.

The undersigned further recommends that Mr. Macaulay be permitted to take the balance of the one hundred square miles at the points where indicated by him with that view, the same to be surveyed and maps and descriptions thereof to be forwarded by him to this office at his own expense.

As Mr. Macaulay has announced his desire to have this matter concluded with the least possible delay, wishing to enter forthwith upon the erection of mills at the Lake of the Woods, so as to have the same in operation by the time the railway reaches Rat Portage, it is suggested, should Council approve, that Mr. Macaulay receive a lease of the $74\frac{59}{100}$ square miles now reported, the remaining $25\frac{41}{100}$ square miles to be included in an additional lease upon the same being surveyed and reported.

It is of course understood, as set forth in preceding Orders in Council on this subject, that on the adjustment of the question of boundary between the Dominion and the Province of Ontario, should the limits granted to Mr. Macaulay prove to be

within the said Province this Government shall not be held liable to him in any way to secure his continuing in the enjoyment thereof, or for any damages which he may sustain by reason of any action which may be taken by the Government of the said Province in respect of the limits now granted.

Respectfully submitted,

DAVID MILLS, *Minister of the Interior.*

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 5th April, 1880.

On a memorandum, dated 31st March, 1880, from the Hon. the Minister of the Interior, having reference to the Order in Council of the 18th April, 1878, granting a timber limit of one hundred square miles in area to Mr. W. J. Macaulay on the 14th April, 1874, and recommending a lease to issue for $74\frac{5}{100}$ square miles of the said area, the remaining $25\frac{41}{100}$ square miles to be included in an additional lease, upon the same being surveyed and reported.

The Minister states that Mr. Macaulay has furnished the necessary plans and descriptions, made by a surveyor, setting forth the remaining $25\frac{41}{100}$ to be leased to him as above, and is pressing for the issue of the lease for the same.

That the land in question is included within that portion of Keewatin which, by the award of the Boundary Arbitrators, would be included in the Province of Ontario; but that the said award not having been confirmed, and as by the terms of the Order in Council of the 8th July, 1874, it was agreed between the Government of Ontario and the Government of Canada that the Dominion should have the right to receive applications and grant patents for the lands lying westerly of a certain provisional boundary described in the said Order in Council, that is to say, west of a meridian line passing through the most easterly point of Hunter's Island, running north until it intersects the 51st parallel of latitude, and the situation of the lands in question as regards the right of the Government to deal therewith remains the same as formerly,—he, the Minister, sees no reason why the Order in Council in Macaulay's favor of the 18th April, 1878, as regards the lease of the remaining $25\frac{41}{100}$ square miles, should not be given effect to, and accordingly recommends the same to the favorable consideration of Council.

The Committee submits the above recommendation for Your Excellency's approval.

Certified, J. O. COTÉ, *C.P.C.*

The Hon. Minister of the Interior.

Capt. H. S. MOORE.—Timber limit on the North Saskatchewan River, N.W.T. area, 32,000 acres.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 10th September, 1874.

On a memorandum, dated 7th September, 1874, from the Hon. Mr. Scott, acting for the Minister of the Interior, with reference to the letter of Captain H. Stewart Moore, proposing to put up steam saw and grist mills on the North Saskatchewan, and applying for a timber limit of 25 or 30 square miles on the Red River, for the supply of the saw mill.

The Acting Minister states that, as the Indian title to that locality has not yet been extinguished, Captain Moore's request cannot be granted, but as the mills he intends erecting would greatly facilitate the settlement of the lands on that part of the Saskatchewan, he recommends that Captain Moore be informed that should he

carry out his intention of erecting mills so soon as the Indians have surrendered that part of the North-West Territory, his application will be granted, the area he asks for being very moderate.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, W. A. HIMSWORTH, C.P.C.

The Hon. Minister of the Interior.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 22nd August, 1879.

On a memorandum, dated 20th August, 1879, from the Hon. Sir Alexander Campbell, acting for the Minister of the Interior, reporting that Captain Henry S. Moore, of Prince Albert Settlement, in the North-West Territory, has applied for an increase in the area of the timber berth awarded to him in that locality, representing in his application, that owing to his inexperience in the North-West and in the lumbering business, the amount or extent of limit asked for by him was found to be insufficient for the amount of capital invested in his milling establishment.

For the reasons given in the said memorandum, the Committee advise that Capt. Moore be granted a lease of twenty square miles as a timber berth in addition to the thirty square miles granted to him in 1874, making in all fifty square miles. That he be allowed to hold as a portion of these fifty square miles, the fifteen which he has had surveyed near Prince Albert, but that in locating the balance, thirty-five square miles which he would still have to select, he be restricted to placing it in three blocks, none of which to be less than ten square miles in area. Capt. Moore to pay for the whole, on receiving the lease thereof, a bonus of one thousand dollars, being at the rate of twenty dollars per square mile.

Certified, W. A. HIMSWORTH, C.P.C.

The Hon. Minister of the Interior,

STEPHEN H. FOWLER, Esq.—Timber limit situate on the Rainy Lake and Seine River, Keewatin; area, 64,000 acres.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 19th March, 1875.

On a memorandum, dated 17th March, 1875, from the Honorable the Minister of the Interior, reporting that Mr. S. H. Fowler has made the selection of the 100 square miles of timber limits in the region of Rainy Lake and its tributaries, granted him by Orders in Council of 22nd October and 3rd November, 1873, and that he now presses for his lease.

The Minister recommends that Mr. Fowler be granted a lease of the said timber limits in accordance with the descriptions hereunto appended, under the provisions of the 51st section of the Dominion Lands Act; with the understanding, however, and upon the conditions, that whereas the limits in question are within territory claimed by the Province of Ontario, should the same on the settlement of the boundary between Ontario and the Dominion, be found to be in Ontario, the Dominion Government shall not be held liable to the lessee in any way to secure his continuing in the enjoyment thereof, or for any damages he may sustain by reason of any action which may be taken by the Government of the said Province in respect of the lease now authorized.

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

Certified, W. A. HIMSWORTH, C.P.C.

The Hon. Minister of the Interior.

Description of Mr. S. H. FOWLER'S Timber Limit No. 1, on the Northern Shore of Rainy Lake, North-West Territory.

Beginning where a post has been planted at the point marked A on Deputy Land Surveyor Duncan Sinclair's map of survey of the said timber limit, being the south-west corner thereof, thence easterly along the northerly shore of Rainy Lake, 600 chains, more or less, to a post planted by the said Deputy Land Surveyor Duncan Sinclair, thence due north 870 chains, thence due west 420 chains, more or less, to the first chute on Canoe River, thence southerly down the said river to its mouth, thence along the easterly shore of the western arm of Rainy Lake, southerly to the place of beginning, containing forty-three square miles and three-quarters more or less.

No. 2, on the Northern Shore of Rainy Lake.

Beginning where a post has been planted by Deputy Land Surveyor Duncan Sinclair at the point marked B on his map of survey of the said timber limit, being at the south-east corner thereof, and 144 chains westward of the mouth of the River La Seine, thence north fourteen degrees west astronomically 640 chains, more or less, to the north arm of Rainy Lake, thence southerly along the shore of the said arm and across a bay, as shown on the said map of survey, to Red Pine Point, thence easterly along the northerly shore of Rainy Lake to the place of beginning, containing (exclusive of the Indian Reserve of fifteen square miles contained within the above described limits, belonging to Chiefs "Waitanecomang" and "Goche," but including the island adjoining marked A on the said map of survey) the net area of limits of twenty-six square miles and one-half, more or less.

No. 3, on the River la Seine.

Beginning at the point marked C on Deputy Land Surveyor Duncan Sinclair's map of survey at the foot of the third lake on the River La Seine about six miles above its mouth, where he has blazed and marked a red pine tree, thence north thirty-four degrees thirty minutes west astronomically three miles thirty-six chains, thence north fifty-five degrees, east five miles, thence south thirty-four degrees thirty minutes, east six miles seventy-two chains, thence south fifty-five degrees, west five miles, and thence north thirty-four degrees thirty minutes, west three miles thirty-six chains, more or less, to the place of beginning, containing, exclusive of the area of the lake embraced within the limit, twenty-nine square miles and three quarters, more or less.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 5th July, 1880.

On a report dated 26th June, 1880, from the Hon. the Minister of the Interior, stating that authority was obtained by Orders in Council dated respectively the 5th March, 22nd October and 3rd November, 1873, and 19th March, 1875, for the issue of a lease to Mr. S. H. Fowler, of a timber limit of 100 square miles in the region of Rainy Lake and its tributaries, and that a lease under the Great Seal accordingly issued in Mr. Fowler's favor.

That Mr. Fowler now makes application on behalf of himself and Mr. W. Muirhead, to be allowed to surrender 25 miles of the tract covered by the lease, and to select an equal area in lieu thereof in the same region, a fuller exploration of the tract than had been possible previous to the issue of the lease having shown a very considerable proportion of the limit to be without timber such as would be suitable for the manufacture of lumber, the 25 miles so substituted to be leased to Messrs. Fowler and Muirhead on the terms and conditions set forth in the existing lease.

The Minister recommends that Messrs. Fowler and Muirhead be authorized to make the requisite exploration and survey of the 25 miles applied for during the present season, and that on the same being duly approved by the Department of the Interior, the lease be issued to Messrs. Fowler and Muirhead accordingly, it being understood that the expense of such exploration and survey is to be borne entirely by the lessees.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, J. O. COTÉ, C.P.C.

The Hon. Minister of the Interior.

Messrs. DICK & BANNING.—Timber limit situate on Sandy Bar Creek, Lake Winnipeg, Keewatin; area, 12,800 acres.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 7th October, 1878.

On a memorandum, dated 4th October, 1878, from the Honorable the Minister of the Interior, submitting the application of Messrs. Dick & Banning, of Winnipeg, for a timber limit to the extent of twenty square miles, the same to be selected by them, on any of the small streams falling into Lake Winnipeg, and stating that being aware that the applicants have been engaged in the manufacture of lumber in Manitoba for a number of years, and have invested a large amount of capital in the enterprise, he recommends their application to the favorable consideration of Council, provided—

1. That the selection for their limit be made within a period of two years from the date hereof.

2. That they pay to the Government for the said limit a bonus of twenty dollars per square mile.

3. That the limit to be selected by them shall not form any part of any Indian Reserve, or of any Indian lands which may have been set apart by the Government for any purpose whatsoever.

4. That the said limit shall be held in all respects subject to the conditions in that behalf contained in the provisions of the Dominion Lands Act.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, W. A. HIMSWORTH, C.P.C.

The Hon. Minister of the Interior.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 4th February, 1879.

On a memorandum, dated 20th January, 1879, from the Honorable the Minister of the Interior, having reference to the Order in Council of the 7th October last, authorizing the grant of a timber limit to the extent of twenty square miles in favor of Messrs. Dick & Banning, of Winnipeg, lumber merchants, to be selected by them on any of the small streams falling into Lake Winnipeg, and the selections to be made within two years of the date of the Order, upon certain specified conditions.

The Minister reports:—

(1) That it is inexpedient to permit the privilege of selection to be extended over all the streams falling into Lake Winnipeg, and that the period is unnecessarily prolonged within which it is provided that selection may be made.

(2) That he is informed that the application of Messrs. Dick & Banning for a limit is entitled to consideration, in view of the facts that the applicants have been engaged in the manufacture of lumber in the Province of Manitoba for a number of years, and have by their operations contributed to no small extent to the supply of the article to settlers, and in this way encouraged immigration into the country.

The Minister under the circumstances recommends that the Order in Council of the 7th October be repealed, and that Messrs. Dick & Banning be granted a timber limit, not exceeding twenty square miles in extent, to be selected by them on the Sandy Bar River, which empties into Lake Winnipeg on the east side, upon a survey and description thereof being reported, at their expense, by a Dominion Lands Surveyor within six months of the date hereof, and that a bonus be paid by the applicants at the rate of twenty dollars (\$20) per square mile.

The Minister submits that it should be a condition that the limit in question shall not include any part of an Indian Reserve, or any lands which may have been reserved by the Government for any purpose whatsoever, and that the lease to be granted to Messrs. Dick & Banning, upon their furnishing the survey and description mentioned, shall be in accordance, in all respects, with the conditions in that behalf contained in the provisions of section 51 of the Dominion Lands Act.

The Committee submit the above recommendations for Your Excellency's approval.

Certified, W. A. HIMSWORTH, C.P.C.

The Hon. Minister of the Interior.

JOSEPH WHITEHEAD, Esq.—Timber limit on the Whitemouth River, Keewatin; area, 61,440 acres.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 2nd January, 1879.

On a memorandum dated 28th December, 1878, from the Hon. the Minister of the Interior, reporting that Mr. Joseph Whitehead, contractor for Section 15 of the Canadian Pacific Railway, has applied for a timber limit in that part of Keewaydin lying south of the Dawson Road, and west of the Whitemouth River, and recommending for the reasons stated in said memorandum that on the payment, by Mr. Whitehead, of a sum of \$720 bonus, being at the rate of \$20 per square mile, a lease of a timber limit of thirty-six square miles, being a tract of four miles on the Dawson Road by nine miles on the said Whitemouth River, adjoining and on the west side of the latter, be made to Mr. Whitehead in accordance with section 51 of the Dominion Lands Act, the lease to issue on the receipt by the Department of a plan and description from actual survey by a Dominion Lands Surveyor, the same to be furnished by Mr Whitehead at his own expense.

The Committee submit the foregoing recommendation for Your Excellency's approval.

Certified, W. A. HIMSWORTH, C.P.C.

The Hon. Minister of the Interior.

DEPARTMENT OF THE INTERIOR, OTTAWA, 28th Dec., 1878.

(Memorandum.)

The undersigned has the honor to report to Council that Mr. Joseph Whitehead, contractor for Section 15 of the Canadian Pacific Railway, has applied for a timber limit in that part of Keewaydin lying south of the Dawson Road and west of the Whitemouth River, representing that the acquiring of such limit is essential to the carrying out, in good faith, of his contract with the Government, and further representing the value which the manufacture of lumber from such limit, by the mills proposed to be erected by him, would be in supplying settlers in the Province of Manitoba.

As the granting of Mr. Whitehead's application would contribute towards the successful carrying out of an important public work, it being understood, of course, that the timber used in his contract, as well as that proposed to be manufactured and

sold to settlers, would be paid for under the provisions of the Dominion Lands Act and as the conceding of such privilege would tend to promote the settlement of the country by providing a local supply of lumber, the undersigned recommends that, on the payment by Mr. Whitehead of a sum of seven hundred and twenty (720) dollars bonus, being at the rate of twenty (20) dollars per square mile, a lease of a timber limit of thirty-six (36) square miles, being a tract of four (4) miles on the Dawson Road by nine miles on the said Whitemouth River, adjoining and on the west side of the latter, be made to Mr. Whitehead in accordance with section 51 of the Dominion Lands Act; the lease to issue on the receipt by the Department of a plan and description, from actual survey by a Dominion Lands Surveyor, the same to be furnished by Mr. Whitehead at his own expense.

Respectfully submitted,

JOHN A. MACDONALD, *Minister of the Interior.*

Copy of a Report of a Committee of the Honorable the Privy Council, approved of by His Excellency the Governor General in Council, on the 25th July, 1879.

On a memorandum, dated 23rd July, 1879, from the Hon. the Minister of the Interior, stating that Mr. Joseph Whitehead, railway contractor, desires to have the site of a timber limit, granted him on the 2nd January last, changed, in consequence of finding that the locality described in the Order in Council contained little or no timber.

The Minister states that he sees no objection to Mr. Whitehead's proposal to change the site of the limit, but suggests that instead of a lease for twenty-one years (21) renewable, as formerly proposed, Mr. Whitehead should receive a license from year to year of the tract in question, and under the terms and conditions contained in his memorandum.

The Committee submit the foregoing suggestion for Your Excellency's approval.

Certified,

J. O. COTÉ, *Assistant Clerk.*

The Hon. Minister of the Interior.

DEPARTMENT OF THE INTERIOR, OTTAWA, 23rd July, 1879.

(*Memorandum.*)

Referring to the communication of Mr. Joseph Whitehead, railway contractor, dated the 5th February last, and to a subsequent letter from him dated the 23rd inst., (see copies subjoined,) desiring to have the site of a timber limit, granted him on the 2nd January last, changed, in consequence of finding that the locality described in the said Order in Council contained little or no timber, it will be seen that Mr. Whitehead, in the letter last mentioned, now asks definitely to have substituted for the locality indicated above a tract extending from the Canadian Pacific Railway line twenty miles southerly along and bounded by the Whitemouth River, and westerly therefrom (and parallel thereto) four miles, making approximately sixty square miles.

The undersigned sees no objection to Mr. Whitehead's proposal to change the site of the limit, but would restrict the new one as regards the southern boundary to the third base line, which would make a limit of sixty-four miles or thereabouts.

He would further suggest that, instead of a lease for twenty-one years, renewable as formerly proposed, Mr. Whitehead should receive a license from year to year of the tract in question, under sub-section 10 of section 52 of the *Dominion Lands Act*, 1879.

Mr. Whitehead should pay the same bonus as before contemplated, and should also pay an annual ground rent of \$2 (two dollars) per square mile, together with all

dues and royalties on any and all timber or lumber or other products, manufactured or otherwise, of the limit, and should be bound in all other respects not inconsistent therewith by the provisions of the *Dominion Lands Act* above quoted.

It should further be a condition that the cost of surveying and marking out upon the ground the westerly boundary of the limit as above described, the same being made to represent a line generally parallel to the course of the said Whitemouth River, should be defrayed by the applicant, such survey to be made without unnecessary delay; and on Mr. Whitehead being notified of the receipt of the surveyor's report at Ottawa, the bonus to be paid forthwith.

It should be also understood, inasmuch as Mr. Whitehead proposes to erect mills on the property, that although the license requires to be renewed from year to year, such renewal shall be guaranteed to Mr. Whitehead each year on application for a term of ten years, and shall continue to be renewed beyond that period, until the same shall be determined by the Government, after notice given to the licensee to such effect one year in advance.

Respectfully submitted,

JOHN A. MACDONALD, *Minister of the Interior.*

The Hon. the Privy Council.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 5th July, 1880.

On a memorandum, dated 25th June, 1880, from the Hon. the Minister of the Interior, stating that Mr. Joseph Whitehead, Pacific Railway Contractor, to whom a timber limit was authorized to be granted by an Order in Council of 25th July, 1879, now writes that the survey of the limit described discloses the fact that the quantity of timber it contains is not sufficient to justify the erection of a mill, and applies for permission to select instead a limit situated on the east side of the White Mouth River, commencing at a point south of and four miles distant from the line of the Canadian Pacific Railway, extending thence southerly to the Dawson Road, being six miles in width from the said White Mouth River to the easterly boundary, and about sixteen miles long, or thereby, from north to south, the license to issue in the name of his son, Mr. Charles Whitehead.

The Minister recommends that the request be complied with, and that authority be granted for the issue of a license to Mr. Charles Whitehead accordingly, subject to the same conditions and on the same terms as provided for in the aforesaid Order in Council of the 25th July, 1879.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, J. O. COTE, *C.P.C.*

The Hon. Minister of the Interior.

Hugh Sutherland, Patrick Kelly, Pratt & Smith, Joseph Whitehead, and Peter MacArthur.—Timber limits situate on Lakes Winnipegosis and Water Hen, and Water Hen River, N.W.T.; total area, 477,760 acres.

Timber Limits on Lakes Winnipegosis and Water Hen, and Water Hen River, sold at auction sale on 1st September, 1879, and subsequently by private sale.

Hugh Sutherland	Limit No. 1—Area, 30,720 acres.	
Patrick Kelly	do 2)	
do	do 11	} do 166,400 do
do	do 12	
do	do 14	
do	do 15	
do	do 16	
do	do 18)	

Pratt & Smith.....	Limit No. 3	} Area, 45,440 acres.
do	do 7	
W. J. M. Pratt	do 4	do 24,000 do
Wm. Smith.....	do 9	do 26,240 do
Joseph Whitehead	do 5	} do 140,800 do
do	do 10	
do	do 13	
do	do 17	
do	do 19	
Peter MacArthur.....	do 6	} do 44,160 do
do	do 8	

Total acres..... 477,760

Annual licenses to D. W. Cummings, Esq., Sharman and Pratt, Donald Gunn, Esq., Alexander Cameron, Esq., Robert McIntosh, Esq., J. S. Armitage, Esq., Edward Roberts, Esq., Albert Hudson & Co., William Hardie, Esq., R. Z. Rogers, Esq., for Timber limits in the North-West Territory.

Name and Address of Applicant.	Berth.
D. W. Cummings, Stratford, Ont.....	Township 21, Range 23 West, and those portions of Township 22 and the north half of 21, Range 24 West, that lie east of the Bird's Tail Creek, excluding therefrom School and Hudson Bay Company's lands, and all road allowances. Area, 48 square miles, or 30,720 acres.
Joseph Sharman and John Pratt, Stratford, Ont.....	Township 22, and the north half of Township 21, Range 25 West, and those portions of Township 22 and the north half of 21, Range 24 West, that lie west of the Bird's Tail Creek, excluding therefrom School and Hudson Bay Company's lands, and all road allowances. Area, 80 square miles, or 51,200 acres.
Donald Gunn, Shoal Lake, North-West Territory.....	Township 22, Range 23 West, excluding therefrom School and Hudson Bay Company's lands, and all road allowances. Area, 32 square miles, or 20,480 acres.
Alexander Cameron, Hallsford, North-West Territory.....	Sections 1, 2, 3, 4, 5, 6, 7, 9, 10, 12, Township 20, Range 19 West. Sections 25, 26, 28, 30, 31, 32, 33, 34, 35, 36, Township 19, Range 19 West. Area, 20 square miles, or 12,800 acres.
Robert McIntosh, Rapid City, North-West Territory.....	Townships 20 and 21, Range 21 West, excluding therefrom School and Hudson Bay Company's lands, and all road allowances. Area, 64 square miles, or 40,960 acres.

Name and Address of Applicant.	Berth.
J. S. Armitage, Hallsford, North-West Territory.....	Township 21, Range 22 West, excluding therefrom School and Hudson Bay Company's lands, and all road allowances. Area, 32 square miles, or 20,480 acres.
Edward Roberts, Winnipeg, Man....	Sections 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 27, 28, 30, 31, 32, 33, 34, 35, 36, Township 19, Range 21 West. Sections 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 27, 28, 30, 31, 32, 33, 34, 35, 36, Township 19, Range 22 West. Area, 44 square miles, or 28,160 acres.
Albert Hudson & Co., Portage La Prairie, Manitoba.....	Sections 10, 12, 13, 14, 23, 24, Township 10, Range 16 West. Area, 6 square miles, or 3,840 acres.
William Hardie, Winnipeg, Man.....	Sections 1, 2, 3, 4, 5, 6, 7, 9, 10, 12, Township 10, Range 15 West. Area, 10 square miles, or 6,400 acres.
R. Z. Rogers, Grafton, Ont.....	Sections 34, 36, 27, 25, Township 7, Range 16 West. Sections 19, 20, 30, Township 7, Range 15. Area, 7 square miles, or 4,480 acres.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 15th May, 1880.

On a memorandum, dated 29th April, 1880, from the Hon. the Minister of the Interior, submitting the schedule herewith of timber berths in the North-West Territory proposed to be granted under yearly license to the several parties whose names appear therein, opposite the respective berths allotted to each.

The Minister states that it is proposed to grant the several licenses in question, with the view of supplying the need, for building material, of settlers in the different districts in which they are situated, and by affording such settlers the means of obtaining lumber through legitimate channels to prevent the irregular cutting in trespass and waste of timber on Dominion Lands otherwise difficult to check.

That these licenses are proposed to be granted under the sub-section 10 of section 52 of the Dominion Lands Act, 1879, and the conditions and terms of license are set forth on the accompanying form thereof.

That the several persons to whom it is proposed to give licenses have either erected or are now erecting saw mills.

That it is proposed that the licentiates pay an annual ground rent of five dollars per square mile, and five per cent. royalty on their sales of all products of the license.

The Minister recommends the same to the favorable consideration of Council.

The Committee advise that the foregoing memorandum and accompanying schedule be approved and acted on.

Certified. J. O. COTÉ, C.P.C.

The Hon. Minister of the Interior.

WILLIAM STUBBS, Esq.—A Timber limit situate on the Winnipeg River, Manitoba and Keewatin; area, 46,400 acres.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 22nd June, 1880.

On a memorandum dated 14th June, 1880, from the Hon. the Minister of the Interior, submitting an application of Mr. William Stubbs of Ottawa, for Timber Limits "D East" and "West" situated on the Winnipeg River, as surveyed by A. G. Forrest, Esq., Dominion Land Surveyor, containing $72\frac{1}{2}$ square miles, more or less.

The Minister states that Mr. Stubbs has been for many years engaged in lumbering in the Ottawa Valley, and states that his object in endeavoring to acquire these limits is to build mills forthwith to contribute to the timber supply required in the settlement now rapidly going on in Manitoba and the North-West Territory, and the Minister, under the belief that the large experience which that gentleman has had in lumbering in this district, as above-mentioned, may be turned to valuable account in the North-West, recommends that his request be granted, *i.e.* :

1. That a lease for 21 years, under the provisions of the Dominion Lands Act of 1879 (sec. 52), be granted to Mr. Stubbs, for timber limits "D East" and "West" of the Winnipeg River, according to Mr. Forrest's survey.

1. That Mr. Stubbs be required to pay a bonus of \$20 00 per square mile for the said limits, amounting to \$1,450; that he also be required to pay the *pro rata* cost of survey of the said limits, $\$296\frac{80}{100}$, making in all, $\$1,746\frac{80}{100}$.

3. That he be required to have a mill in operation within the next two years after the date hereof.

The Committee submit the foregoing recommendation for Your Excellency's approval, it being understood that the said license will not interfere with any settlers actually occupying the land or the survey of the same by the Government for settlement.

Certified, J. O. COTÉ, C.P.C.

The Hon. Minister of the Interior.

Messrs. SHIELDS, HAGGART, McLAREN and NICOL.—Timber limits situate on the Fairford and Shell Rivers, North-West Territory; area, 64,000 acres.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 23rd June, 1880.

On a memorandum, dated 15th June, 1880, from the Hon. the Minister of the Interior, reporting that certain applications for timber limits were received severally on the 20th September, 31st December and 3rd January last, from Messrs. John Shields, John Haggart, Peter McLaren and Thomas Nicol, and recommending that fifty square miles on the Shell River, between Duck Mountain and the Assiniboine River, described in said memorandum as parcel No 1, be granted to the applicants, the license therefor to issue in the name of Peter McLaren, of the Town of Perth, in the Province of Ontario.

Also, that fifty miles on the Fairford or Little Saskatchewan River, being the outlet of Lake Manitoba, at some point between the said Lake Manitoba and Lake Winnipeg, described in said memorandum as parcel No. 2, be granted to the applicants, the license to issue in the name of Thomas Nicol, of the said Town of Perth.

The several applicants to have one year within which to furnish the Department of the Interior with a survey by metes and bounds, plan, description and field notes made by a Dominion Lands Surveyor, of the several tracts, which it is understood shall each be in one block intact of fifty square miles. The bonus to be paid on the approval of the survey and the issue of the lease, in the meantime the applicants to

be permitted to erect their saw-mill, at a point within either of the said limits, as they may decide, and to proceed with the manufacture of lumber from such limit, paying thereon the duties fixed by Section 52 of the Dominion Lands Act, 1879, and also on the issue of the license and payment of the bonus, a sum of \$20.00 per square mile ground rent for one year for the limit on which they may have erected the mill and entered upon the manufacture of lumber.

The Committee submit the above recommendations for Your Excellency's approval, such licenses being from year to year.

Certified, J. O. COTÉ, C.P.C.

The Hon. Minister of the Interior.

Messrs. ARMITAGE & McCULLOCH.—A Timber limit, situate on the Little Saskatchewan, N.W.T.; area, 40,960 acres.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 13th November, 1880.

On a memorandum, dated 11th November, 1880, from the Hon. the Minister of the Interior, recommending that Messrs. Armitage and McCulloch, of Minnedosa, N.W.T., be granted a yearly license to cut timber covering Townships 19 and 20, Range 20 West, on the usual terms and conditions under which such yearly licenses have hitherto been granted, viz., by paying \$5.00 per square mile of annual ground rent, and the usual 5 per cent. royalty on the sales of all products from this timber berth, provided by statute in the case of leases to cut timber for 21 years; the said license to be in substitution for a permission to cut timber previously accorded to Armitage, and covering successively Township 19, Range 20, 21, and Township 21, Range 22 West.

The Minister states that the grounds for according the exchange to Mr. Armitage involved in the above are,—first, that Township 21, Range 22 West, was found on exploration to more properly belong, as a source of timber supply, to mills on the Bird's Tail Creek, timber from it being readily put into that stream, whilst to bring its timber down the Little Saskatchewan, on which Mr. Armitage's mill is built, would involve a length of haul that would preclude its being taken that way with any profit.

Next, that he, Armitage, has built one of the best, if not the best, saw and flouring mills in that section of the country, and is paying a larger amount of dues into the revenue, in connection with said mills, than any other licensee in the North-West Territory.

The Committee submit the foregoing recommendation for Your Excellency's approval.

Certified, J. O. COTÉ, C.P.C.

The Hon. Minister of the Interior.

Messrs. WILLIAMS and HARRISON.—Timber limit situate in the Turtle Mountain, North-West Territory; area, 3,200 acres.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 27th December, 1880.

On a memorandum dated 29th November, 1880, from the Hon. the Minister of the Interior, recommending on the application of Messrs. Williams and Harrison for a timber berth in Turtle Mountain, that they be granted a yearly licence to cut timber on sections 1, 2, 3, 12 and 13, (five square miles) in Township 1, Range 19 West, such license to be subject to the payment of an annual ground rent of ten

dollars per square mile and the usual 5 per cent. royalty on the sales of all products from the limit.

The Minister states that the grounds for according a timber berth to Messrs. Williams and Harrison are that they have erected a saw mill capable of cutting five thousand feet of lumber per diem, which is doing good service in supplying the Turtle Mountain settlers with lumber and shingles necessary for the erection of buildings on their homesteads.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, J. O. COTÉ, C.P.C.

The Hon. Minister of the Interior.

JOHN McBETH, Esq.—Timber limit situate on the Bird's Tail Creek, N.W.T.; area 23,040 acres.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 27th December, 1880.

On a report, dated 1st December, 1880, from the Hon. the Minister of the Interior, recommending that Mr. John McBeth, of Winnipeg, be granted a yearly license to cut timber in such portion of Township 23, Range 24 West, as may be found on survey to be on the east side of a certain stream called the Bird's Tail Creek, and on the usual terms and conditions under which such yearly licenses have hitherto been granted in that part of the North-West Territory, viz.: by paying five dollars (\$5.00) per square mile of annual ground rent, and a five per cent. royalty on the sale of all products from this timber berth.

The Minister states that it has been shown that the applicant has built a mill on the Bird's Tail Creek that will immediately benefit the settlers in that district by supplying them with the necessary lumber for building.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, J. O. COTÉ, C.P.C.

The Hon. Minister of the Interior.

DAVID McFADDEN, Esq.—Timber limit, situate near the Little Saskatchewan, N.W.T.; area, 14,080 acres.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 10th January, 1881.

On a report, dated 5th January, 1881, from the Hon. the Minister of the Interior, recommending that Mr. David McFadden be granted a yearly license to cut timber on sections 1, 2, 3, 4, 5, 6, 7, 9, 10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24 (22 square miles), in Township 19, Range 19 West, subject to the payment of an annual ground rent of \$5.00 per square mile, and the statutory 5 per cent. royalty on the sale of all products from this berth.

The Minister states that Mr. McFadden has erected a saw and planing mill at Odanah, on the Little Saskatchewan, North-West Territories, which will, no doubt, prove to be of valuable service in supplying settlers with lumber, doors, sash, and other like materials, necessary for the erection of buildings on their homesteads.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, J. O. COTÉ, C.P.C.

The Hon. Minister of the Interior.

A. WATTS, Esq.,—A Timber limit in Township 7, Range 9 West; Township 6, Range 11 West, and Township 6, Range 8 West, Manitoba; area, 13,440 acres.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 10th January, 1881.

On a report, dated 7th January, 1881, from the Hon. the Minister of the Interior, recommending that Mr. A. Watts, of Brantford, Ont., be granted a yearly license to cut timber on sections 1, 2, 3, 4, 5, 9, 10, 15, 16, 17, 18, 20 and 22, in Township 7, Range 9 West (13 square miles); also sections 11, 12, 13 and 14, (4 square miles) in Township 6, Range 11 West, and sections 4, 6, 10 and 18, in Township 6, Range 8 West, (4 square miles) making in all an area of 21 square miles; said licence to be subject to an annual ground rent of \$5 per square mile, and the statutory royalty of 5 per cent. on the sale of products of the berth.

The Minister observes that Mr. Watts has built a saw, shingle and grist mill—the former having a sawing capacity of 20,000 feet per day—in Township 6, Range 10 West.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, J. O. COTÉ, C.P.C.

The Hon. Minister of the Interior.

R. Z. ROGERS, Esq.,—Timber limit situate in Township 7, Ranges 15 and 16 West; and Township 8, Ranges 15 and 16 West, N.W.T.; area, 4,480 acres.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 10th January, 1881.

On a memorandum, dated 7th January, 1881, from the Hon. the Minister of the Interior, recommending that Mr. R. Z. Rogers of Milford, N.W.T., be granted a yearly license to cut timber on section 25 N. $\frac{1}{2}$ and S.E. $\frac{1}{4}$, section 34, N.E. $\frac{1}{4}$ 27, in Township 7, Range 16 W.; section 32, N. $\frac{1}{2}$ 19, S. $\frac{1}{2}$ 30, Township 7, Range 15 W.; section 5, E. $\frac{1}{2}$ 6, N.W. $\frac{1}{4}$ 15, S.E. $\frac{1}{4}$ 22, Township 8, Range 16 N.; and section 7, Township 8, Range 15 W., in all 7 square miles, this license to be in substitution for that granted under Order in Council of 15th May, 1880.

The Minister observes that the grounds for according this change are, that the greater part of the lands comprising the berth allotted to Mr. Rogers were found, on exploration, to be almost destitute of timber.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, J. O. COTÉ, C.P.C.

The Hon. Minister of the Interior.

RETURN

(87)

To an ORDER of the HOUSE OF COMMONS, dated 15th December, 1880;—
For a Statement showing, in separate and distinct columns, the Names of the several Dominion Surveyors employed between the year 1873 and the 15th December, 1880, on Surveys of Public Lands elsewhere than in their respective Provinces; their Ages, Origin, Nationality and Residence (Locality, County and Province); the number of Days, Months or Years they were so employed, the Amount of their Salaries or of the Sums received by them, or due them up to this date; the Names of the Provinces in which such Surveys were made, together with a Summary showing, by Provinces, the number of Surveyors now working in British Columbia, Manitoba and the North-West.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
31st January, 1881.

Secretary of State.

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

ESTIMATE

(88)

Of Amounts required, for 1881-82, for the Department of the Interior; and the same for the Department of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS.

Number.		Department.	Salaries.				
1880-81.	1881-82.		1880-81.	1881-82.	Increase.	Decrease.	Total.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	1	Deputy Head	3,200 00	3,200 00			3,200 00
1	1	1st Class Clerk.....	1,650 00	1,700 00	50 00		1,700 00
5	2	*Sen'r 2nd Class Clerks	2,800 00	6,150 00	3,350 00		6,150 00
5	7	Junior do	6,100 00	4,000 00		2,100 00	4,000 00
3	4	†3rd Class Clerks.....	2,500 00	1,950 00		550 00	1,950 00
1	1	Messenger	500 00	500 00			500 00
			18,750 00	17,500 00	3,400 00	2,650 00	17,500 00

NOTE.—An additional sum to supplement the Estimate of 1880-81, \$550 00, viz: To provide for promotion of two Junior 2nds to Senior 2nds, \$50.00 each; and for the appointment of one Junior 2nd from 1st January, 1881, at \$900.00 per annum, \$450.00.

* Three Junior 2nds promoted to Senior 2nds, 1881-82. † One 3rd Class to Junior 2nd, 1881-82.

DEPARTMENT OF INDIAN AFFAIRS,
OTTAWA, 23rd February, 1881.

DEPARTMENT OF THE INTERIOR—ESTIMATE, 1882.

Number.		Department.	Salaries.			
1880-81.	1881-82.		1880-81.	Total.	1881-82.	Total.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	1	Deputy Head	3,200 00		3,200 00	
1	1	1st Class Clerk.....	1,400 00		1,500 00	
...	1	do			1,500 00	
2	1	Senior 2nd Class Clerks	2,750 00		1,400 00	
2	1	Junior do	750 00		900 00	
...	...	Private Secretary.....	600 00		600 00	
				8,700 00		9,100 00
<i>Dominion Lands Branch.</i>						
2	2	Chief Clerks.....	4,800 00		5,200 00	
3	3	1st Class Clerks.....	4,750 00		5,200 00	
...	6	do			7,250 00	
6	1	Senior 2nd Class Clerks.....	8,200 00		1,250 00	
...	6	do do			6,800 00	
12	6	Junior do	10,800 00		5,350 00	
...	11	do do			7,700 00	
3	...	3rd Class Clerks.....	1,950 00			
				30,500 00		38,750 00
<i>N.-W. Mounted Police Branch.</i>						
1	1	Chief Clerk	2,050 00		2,100 00	
...	1	1st Class Clerk			1,350 00	
1	1	Senior 2nd Class Clerk.....	1,300 00		1,150 00	
1	...	*Junior do	1,100 00			
				4,450 00		4,600 00
5	4	Messengers.....	1,670 00		1,800 00	
...	1	do			330 00	
				1,670 00		2,130 00
Unexpended balance of Estimate for 1880-81			469 00	469 00		
				45,789 00		54,580 00

* Promoted to Senior 2nd Class Clerk.

 DEPARTMENT OF THE INTERIOR—*Concluded.*

Total Expenditure for 1880-81.....	\$45,320 00
Total Estimate for 1881-82.....	54,580 00

Total Increase for 1881-82	<u>\$ 9,260 00</u>
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This increase is made up thus:—

1st. Statutory increases.....	\$1,040 00
2nd. Proposed increase of salary to permanent employés.....	2,290 00
3rd. Salaries of certain Clerks at present temporarily employed in Department, but proposed to be appointed as permanent Clerks.....	<u>5,930 00</u>

Total.....	<u>\$9,260 00</u>
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J. S. DENNIS,
Deputy Minister of the Interior.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 23rd February, 1881.

RETURN

(89)

To an ADDRESS of the HOUSE OF COMMONS, dated 14th February, 1881 :—
 For copies of all Correspondence which the Government may have had with their Agent in London, the Imperial Government or other parties, relating to the French Shipping Bounties Bill which has passed the Chamber of Deputies, and is now under the consideration of the French Senate.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
 24th February, 1881.

RETURN

(90)

To an ADDRESS of the HOUSE OF COMMONS, dated 7th February, 1881 ;—
 For all Correspondence between the Government and any Persons whomsoever in reference to the unpaid Liabilities for labor and materials of S. P. Tuck, as Contractor for the enlargement of St. Peter's Canal, Cape Breton ; and all Reports thereon by the Minister of Justice and the Chief Engineer of the Department of Public Works, since the month of August, 1877.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
 17th February, 1881.

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

RETURN

(91)

To an ORDER of the HOUSE OF COMMONS, dated 28th January, 1881;—
For a Statement showing the date of the appointment of Thomas Brossoit, surnamed Bourguignon, as Paymaster and Collector on the Beauharnois Canal, as well as the Amount of all his contingent expenses in connection with the Departments of Inland Revenue and Public Works, from the time of his appointment to the day when he saw fit to resign.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
25th February, 1881.

RETURN

(91a)

To an ORDER of the HOUSE OF COMMONS, dated 21st February, 1881;—For a copy of all Leases granted by the Government to any Persons or Company, for the use of Waterpowers, and for certain privileges in relation to the construction of Wharves or Warehouses on the Beauharnois Canal.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
March, 1881.

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

R E T U R N

(91b)

To an ORDER of the HOUSE OF COMMONS, dated 28th February, 1881;—
For copy of Report of H. Parent, Engineer, relative to the change of
Bridge across the Lock on the Beauharnois Canal at Valleyfield.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
9th March, 1881.

Secretary of State.

R E T U R N

(91c)

To an ORDER of the HOUSE OF COMMONS, dated 28th February, 1881;—For
copy of Report of H. Parent, Engineer, relative to the Lease of certain
Land on the North Shore of Beauharnois Canal at Valleyfield.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
9th March, 1881.

Secretary of State.

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

RETURN

(91d)

To an ORDER of the HOUSE OF COMMONS, dated 28th February, 1881 ;—
For a Return of the Tolls collected each year on the Beauharnois Canal, since 1872 up to the present time.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
9th March, 1881.

Secretary of State.

RETURN

(91e)

To an ORDER of the HOUSE OF COMMONS, dated 17th February, 1881 ;—For copies of all Reports and Accounts made by Antoine Dosithé Danis, as Collector and Paymaster upon the Beauharnois Canal, and submitted by him to the Departments of Inland Revenue, Public Works, and of Railways and Canals, from the date of his appointment to the present time.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
March, 1881.

Secretary of State.

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

RETURN

(92)

To an ORDER of the HOUSE OF COMMONS, dated 9th February, 1881 ;—For copies of the Report of the Engineer who conducted the Survey of the Harbor of New Carlisle in 1880.

By Command,

JOHN O'CONNOR,

*Secretary of State.*Department of the Secretary of State,
25th February, 1881.

RETURN

(93)

To an ORDER of the HOUSE OF COMMONS, dated 14th April, 1880 ;—For copies of Correspondence in relation to the issue of a License in favor of Mr. James Quinn to keep the Ferry on the River Restigouche, between Cross Point, in the Province of Quebec, and Campbellton, in the Province of New Brunswick ; also, copies of the Resolutions transmitted to the Department of Inland Revenue by the Municipal Council of the Township of Mann, County of Bonaventure, in relation to the said Ferry on River Restigouche.

By Command,

JOHN O'CONNOR,

*Secretary of State.*Department of the Secretary of State,
15th February, 1881.

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

RETURN

(94)

To an ADDRESS of the SENATE, dated 1st February, 1881 ;—For copies of all Correspondence between the Imperial, the Dominion and the Québec Governments respectively, since 1st January, 1875, relative to the Division of the Montreal Registry Office, and the consequent claim of G. H. Ryland, Esq., under the arrangement entered into with him by Her Majesty's Lord High Commissioner, on the part of the Imperial Government, in the year 1841 ; together with any Correspondence with Mr. Ryland, or other Papers bearing upon the subject.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
Ottawa, 17th February, 1881.

Secretary of State.

SUPPLEMENTARY RETURN

(94a)

To an ADDRESS of the SENATE, dated 1st February, 1881 ;—For copies of all Correspondence between the Imperial, the Dominion and Québec Governments respectively, since 1st January, 1875, relative to the division of the Montreal Registry Office, and the consequent claim of G. H. Ryland, Esq., under the arrangement entered into with him by Her Majesty's Lord High Commissioner, on the part of the Imperial Government, in the year 1841 ; together with any Correspondence with Mr. Ryland, or other Papers bearing on the subject.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
8th March, 1881.

Secretary of State.

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

RETURN

(95)

To an ORDER of the HOUSE OF COMMONS, dated 23th January, 1881 ;—For copies of all Papers and Correspondence connected with the letting of the last Contract for carrying the North Shore Mails between Little Current and Sault Ste. Marie.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
1st March, 1881.*For Secretary of State.*

RETURN

(96)

To an ORDER of the HOUSE OF COMMONS, dated 10th March, 1879 ;—For a copy of all Reports, Papers and Documents, relating to the Superannuation of Mr. LeSueur, formerly of the Post Office Department, and all Correspondence connected therewith.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
21st February, 1881.*For Secretary of State.*

STATEMENT

(97)

Of Expenditure of the Dominion Police, during the year 1880, in accordance with the Act 31 Victoria, Chapter 73, Section 6.

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

RETURN

(98)

To an ADDRESS of the SENATE, dated 25th January, 1881;—For Copies of all Resolutions from Medical Conventions asking for Health Legislation.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
1st March, 1881.

for Secretary of State.

DEPARTMENT OF AGRICULTURE,

OTTAWA, CANADA, 25th February, 1881.

SIR,—I have the honor to transmit to you herewith a Return to the Senate of correspondence respecting "Health Legislation" as asked for in your letter of the 25th ultimo.

I have the honor to be, Sir, your obedient servant,
H. B. SMALL,

for Secretary Department of Agriculture.

The Under Secretary of State, Ottawa.

50 DUKE ST., TORONTO, 6th October, 1879.

DEAR SIR,—Knowing the deep interest you have always taken in matters connected with our common profession, of which interest we had abundant evidence during the years you presided over the deliberations of the Canada Medical Association as well as on other occasions, I make bold to ask for your advice as well as your influence in the matter of initiating a system of health registration. The scheme is so well explained in the enclosed letters that I feel I need add nothing to them by way of explanation. It is now in operation here as an initial experiment, and the action of medical men in the way of cooperation is very encouraging. I enclose one of the slips as a sample, subject to suggestion for improvement.

Will you advise me as to the best course for us to pursue, and your opinion as to the prospect of success? And in writing will you kindly return the letters I enclose and oblige

Yours sincerely,

WM. OLDRIGHT.

Hon. Sir Charles Tupper, etc., etc., Ottawa.

OFFICE OF RAILWAYS AND CANALS,

OTTAWA, 5th November, 1879,

DEAR SIR,—Sir Charles Tupper has instructed me to transfer to you for your most favorable consideration the enclosed letter from Dr. Oldright of Toronto, with accompanying papers on the subject of a projected scheme of Health Registration in connection with atmospheric influence.

I am at the same time to ask you to kindly return to Dr. Oldright the letters from Messrs. Monk and Botsford after you have done with them.

Yours truly,

A. P. BRADLEY, *Private Secretary.*

Hon. Minister of Agriculture, Ottawa.

METEOROLOGICAL OFFICE, TORONTO, 3rd October, 1879.

DEAR SIR.—As you have been appointed one of a Committee to interview the Government on the subject of Health Registration, with a view to obtaining its assistance in the prosecution of the work, it will probably be of some slight aid to you, if an endeavor is made to state some of the numerous advantages which it is hoped will be derived from the scheme at present being put into operation.

The immediate object in view is to obtain statistics regarding the prevalence of disease, in order that we may ascertain the influence of the weather on health. The only data which we have had hitherto to assist us in this investigation have been the mortality returns as published in various countries. It is obvious that these returns are a very imperfect source of information as regards the prevalence of disease, for but few deaths may result when a disease is very prevalent in one case, whilst in another, the mortality may be quite out of proportion to the number of cases of sickness. In order to investigate this branch of the work thoroughly, we must have some idea of the inception and progress of the disease as well as of its termination. It is as needless to point out to you the special cases in which the weather is already known to have an influence on health, as it would be to show the results of the influence of weather on mortality. Indeed it is scarcely correct to speak of the weather having an influence on the death rate; all that has hitherto been shown, having been the increase or diminution in mortality from the various causes specified, during certain periods of the year.

The connection between weather and health is not the only important point to be considered in advocating a scheme for the registration of the state of health. The data furnished by such a system would prove valuable in many other ways.

(1.) They would aid us, as before stated, in ascertaining the proportion between the sickness rate, and the death rate.

(2.) The operation of the sanitary conditions would be more easily and accurately discovered, by such; for it is presumed that neither the death rate alone, nor isolated experiences are a sufficient guide for us to determine the exact connection between the prevalence of insalutary conditions, and the method in which they affect health. Again it is not improbable that a knowledge of the prevalence of disease, and of the existence of a state of things most conducive to its spread, would enable us to take some action whereby fatal results might to some extent be prevented.

(3.) There is no doubt that the topographical position of a place also has an effect on the production and progress of disease. We need only instance the prevalence of ague, &c., in low lying districts as a case in point. If precise data are obtained we shall probably be able to construct a disease chart of the country for the various months or seasons of the year.

(4.) The accumulation and publication of such data would prove most serviceable to the physician, as he would then be able to make deductions of more value than from his own isolated experience. In one country where a system of health registration prevails, the physician is requested to report simply the prevalence of disease. It is obvious that conclusions drawn from such reports would not be nearly so accurate as those from the data which the present scheme proposes to obtain, viz. : the actual number of cases of the various diseases.

(5.) One of the most important features in connection with the scheme is the knowledge which will be obtained of the prevalence of epidemics. The death rate, even if accurate furnishes this data nearly always too late to be of any service. Prompt action might be taken to prevent the spread of an epidemic even before any case terminates fatally.

(6.) An interchange of reports such as has been already commenced might take place with the authorities in the United States. I enclose a letter from the National Board of Health at Washington, in which they ask me to forward reports to them. If we wish to derive benefit from their reports, it is evident that we should be prepared, with our own information. There appears to be no reason why the results should not prove of as much advantage as the present system of inter-

change of weather reports; at all events Canada need not be behind hand in this matter.

These are by no means all the things to be considered in favor of the scheme. As our experience of its working increases, so also will the benefit to be derived from it be more easily seen. It is not to be expected, however, that all the results we could wish for will be attained at once. It will take some time to get it into thorough working order; but it is none the less imperative that the work should be continued and extended. If the proposal which you have to make to the Government is adopted the cost will be very small. All that is required at present, is that the necessary stationery should be supplied, and the reports printed. I am quite willing to devote all the time I can spare from my office duties to further the scheme and to tabulate and make public the results. I only wish to be relieved of the expenses of postage, printing, stationery, etc.

In conclusion, it is to be hoped that the matter will receive the favorable consideration and assistance of the Government. It is most desirable that it should not be allowed to drop.

The willingness of the members of the profession to co-operate with me shows the interest taken in the scheme. Much encouragement has been received from them, and my thanks are due to them for the kindly manner in which they consented to send in reports. I must crave permission to thank you heartily for the support and assistance which you have been so good as to render me, and I hope your mission will prove successful.

Very truly, yours

DR. OLDRIGHT.

THOS. H. MONK.

St. JOHN, 17th September.

MY DEAR SIR,—Your favor of the 13th reached me this morning. The subject of weather and health in connection with your name was brought to my notice by Dr. Oldright of Toronto. I adverted to it in my report of the Association, and a resolution was based upon appointing a Committee to bring the subject to the notice of the General Government to get the Government to print the necessary slips and to allow these to be distributed and returned free by post.

Dr. Howard of Montreal, the President of the Association, Oldright of Toronto, and Robillard, the Treasurer of the Association, form that Committee. I intended to write to Oldright upon the subject and your letter hastens my action.

If the general Government entertain the proposition there will be but little expense, though a good deal of trouble to you. A law for vital statistics is a necessity for many reasons, but this proposition I consider highly important to the community more than to the profession. There are certain points well known, I may say established, which shew the effect of temperature and seasons upon different diseases, but we require something more than a thorough return of deaths to enable us to meet the conditions which are continually changing, and I think well tabulated results of meteorological condition, and the prevailing state of health, would prepare medical men to anticipate coming events in the way of epidemics and general disease, almost as certain as those which point out the coming changes in the weather waves of disease accompanying or following meteorological conditions.

If I recollect correctly that terrible disease spinal meningitis passed over the continent from north-west to south-east. The system you suggest does not require returns from every practitioner, but a few in each district would suffice, and I think much good might arise from it. I am called upon to have a short paper at our next meeting at Ottawa, and if there is anything I want, I will gladly avail myself of your kind offer.

I enclose a letter for Dr. Oldright which you can read and send him, it refers to this subject of health and weather.

Yours respectfully,

T. H. MONK, Esq.

L. B. BOTSFORD.

DEPARTMENT OF AGRICULTURE, OTTAWA, 7th November, 1879.

SIR,—I am directed by the Minister of Agriculture, to state to you his views in relation to the letter written by you to Sir Charles Tupper; and by him transferred, on the subject of Health Registration.

At present there is no fund voted by Parliament that could be devoted legitimately for that purpose; but if the scheme was presented to the Minister of Agriculture, in its entirety, with a mention of the sum required to help the Medical Association in carrying out the project together with some guarantees as to the result to be expected, the Minister would not be averse to entertain the subject, and to present it to his colleagues, with a view to further action.

I return to you, as desired by Sir Charles Tupper, the letters of Messrs. Monk and Botsford.

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

J. C. TACHÉ,

DR. OLDRIGHT, Toronto.

Deputy Minister of Agriculture.

TORONTO, 25th November, 1879.

SIR,—I beg leave to acknowledge receipt of your communication of the 7th inst., and must apologize for not having done so before. I would have done so but that I expected to send the necessary information at once. This I hope soon to be able to do. Meanwhile,

I remain your obedient servant,

WM. OLDRIGHT.

J. C. TACHÉ, Deputy Minister Agriculture.

47, UNION AVENUE, MONTREAL, 19th January, 1880.

SIR,—At the last annual meeting of the Canadian Medical Association, the subject of the registration of health throughout the Dominion was seriously discussed, and the many advantages that might be conferred upon the public by a comprehensive scheme of registration were so obvious and appeared so desirable that a Committee was appointed, consisting of the President of the Association and Drs. Robillard and Oldright, to draw the attention of the Government of the Dominion to the public utility of a comprehensive system of health registration, and to solicit its generous aid and co-operation in carrying it out.

As you are aware, some correspondence has already taken place between some of the Members of the Government and one of the members of the Committee, and in accordance with the suggestions of the Hon. the Minister of Agriculture, a scheme of Health Registration has been prepared and a memorial to His Excellency the Governor General drawn up, praying for the appropriation of a reasonable grant of money for the effective carrying out of the scheme, which documents have been transmitted this day to the Hon. the Secretary of State, the official channel, I am informed, for bringing such matters before Her Majesty's Ministers.

The Committee feel much satisfaction in the conviction that their wishes will receive the personal support of the Hon. the Minister of Agriculture.

I have the honor to remain, your obedient servant,

R. P. HOWARD, M.D.,

President of the Canadian Medical Association.

Hon. Minister of Agriculture.

47, UNION AVENUE, MONTREAL, 19th January, 1880.

SIR,—I have the honor to transmit the enclosed petition on the part of the Canadian Medical Association, with a scheme for a system of health registration, and

beg you will have the goodness to lay it before His Excellency the Governor General in Council.

Your obedient servant,

R. P. HOWARD,

President of the Canadian Medical Association.

Hon. Secretary of State of the Dominion of Canada.

To His Excellency the Right Honorable Sir JOHN DOUGLASS SUTHERLAND CAMPBELL, K.T., G.C.M.G., Marquis of Lorne, Governor General of the Dominion of Canada, etc., etc.

IN COUNCIL.

MAY IT PLEASE YOUR EXCELLENCY:—

The prayer of your petitioners humbly sheweth that they have been appointed by the Canada Medical Association, a Committee to bring under the notice of Your Excellency on behalf of that Association the necessity which exists for a system of Health Registration; to prepare and lay before Your Excellency a scheme whereby such registration may be most economically and efficiently obtained, and to pray that Your Excellency may graciously cause to be appropriated a sum for the carrying out of the same.

Your petitioners do, therefore, pray that Your Excellency will take under favorable consideration the scheme, the details of which are hereunto appended, and will be graciously pleased to cause such appropriation to be made; and to be expended in such manner as Your Excellency may deem best suited to the furtherance of the object in view. And your petitioners, as in duty bound, will ever pray.

R. P. HOWARD, M.D., L.R.C.S., Eng,

Pres. of Can. M.A. and Chairman of Com.

E. ROBILLARD, M.D., Montreal, 19th Jan., 1880,

WM. OLDRIGHT, M.A., M.D., Toronto, 5th Jan., 1880,
Members of Committee.

OUTLINE of a Scheme for the Registration of the State of Health, shewing, 1st. The information which it is proposed to obtain; 2nd. The method in which it is to be obtained; 3rd. How it is to be utilized; 4th. The benefits which will be derived from it.

1ST.—THE INFORMATION IT IS PROPOSED TO OBTAIN.

(a). A Statement of the number of cases of each disease coming under the notice of the physician reporting the form on which this report is made, is so arranged that the number of old cases (*i.e.*, of persons who were taken sick *previous* to the week for which the report is made) and their progress is given, as well as the number of new cases (*i.e.*, of persons taken sick *during* the week for which the report is made), and severity of the disease; the age of the persons afflicted will also be given; and it will be stated whether the disease terminated in recovery or death. We shall, therefore, have here a record of the inception, progress and terminations of every case of disease reported.

(b). An endeavor will be made to accumulate facts regarding the peculiar features of the locality, which will be useful in discussing the above reports, such as the drainage of the locality; the aspect of the towns, cities and villages; the water supply; the kind of soil, and general topographical features of the districts, and such other points as may influence the sanitary condition and health of the inhabitants.

2ND.—THE METHOD BY WHICH IT IS TO BE OBTAINED.

(a). Forms for reporting every week will be sent to such physicians as express a willingness to co-operate. This form (A) will be so arranged that each person reporting will be able to keep a copy of his report in order to avoid unnecessary

trouble in looking through his private books for the purpose of obtaining the information for the report, another form (B) will be supplied. It will then be comparatively easy to enter every day the cases which have been attended. This will undoubtedly increase the accuracy of the reports as there will be no difficulty in entering the casual cases of disease which perhaps may only come under his notice once, and of which, in many instances, no other record would be kept. This form will be returned to the central office, but is merely a daily blotter for the convenience of the practitioner.

(b). In order to obtain information regarding the topographical and other features of the various localities, the circulars, first issued, will be accompanied by a form, the return of which when filled in will give the data required.

(c). Remarks regarding every change in this sanitary condition or concerning any special disease will be noted in the regular weekly form.

3RD.—HOW IT IS TO BE UTILIZED.

A review of the reports received will be issued every two weeks, stating the diseases which are most prevalent in the different localities. (For this purpose each Province will be divided into districts, and special reports will be made for each district). It will also be stated whether the number of cases of the disease has increased or not since the previous report. Special attention will be devoted to pointing out the existence of contagious and infectious diseases, and such information will be given relative to public health, as may be considered of service to all interested therein. Copies of this review will be furnished to the Minister of Agriculture, to the Secretary or President of each Medical Society, to the Mayors and Health officers of each city, town or municipality, as well as to every physician reporting. It will not be necessary to wait for the publication of these fortnightly reviews, when an epidemic prevails in any locality, a special report regarding the increase or decrease in the amount of sickness will be forwarded to all interested persons as soon as possible after the receipt of the weekly returns.

An annual report will also be prepared for the information of the Government which will contain a digest of all the reports received during the year, and disease charts may also be prepared to accompany this report, showing the most prevalent diseases in the different localities. The data contained in the reports will also be compared with the meteorological returns, so that the influence of the weather may be investigated.

4TH.—THE BENEFITS WHICH WILL BE DERIVED FROM IT.

It is obvious that the observations of a single person regarding the prevalence of disease may often be wholly at fault. It is only by the accumulated experience of a large number of physicians that we can arrive at correct information on this point.

The reports being collected, compiled and discussed at some central office, and the results published must prove of great service. It is by no means improbable that the health officers in the cities, towns and municipalities on receipt of these reports will become sufficiently alive to the importance of taking action, wherever and whenever required, for the protection of public health, and it is not unlikely that a spirit of emulation will thus be aroused which will ultimately lead to the most beneficial results. The knowledge that the prevalence of an epidemic in their locality has been publicly proclaimed will undoubtedly lead them to take action to prevent its spread, not only for the benefit of humanity, but for their own credit.

When the population of each district has been ascertained, it will be a comparatively easy task to obtain from these reports the relative proportion of sickness from any disease. This would be most useful in showing the districts in which diseases are more or less than usually prevalent. We shall thus be able to point out to the general public, as well as to those interested, the localities which are most free from any special disease, so that persons with, or predisposed to diseases such as consumption, rheumatism, malarial and other fevers, etc., may learn in which places there is the greatest likelihood of their recovery, or where they will be removed from those influences which tend to a protraction, or increase in severity of such diseases.

That this information is desired is shown by the fact that questions have already been asked on this point. The influence of locality in producing or modifying the effect of any special disease is one of the most important features in this investigation.

As the returns state the age of the persons afflicted with the disease named, we shall have a basis for showing the probability of attack, recovery or death from the different diseases in the various stages of life. It will be possible to give the proportion between the sickness rate and the death rate from the different diseases at certain ages. This will be most important in tracing out the causes of the large mortality among children.

The interchange of such reports with the authorities in the United States will give us a knowledge of the contagious or infectious diseases which may prevail there, and thus enable us to take precautions to prevent their introduction into Canada.

One important result to be attained from the accumulation and discussion of these statistics will be the knowledge we shall gain of the influence of the weather on health. That the changes in the weather are remarkably connected with the varying death rate has been ably shown by Alex. Buchan, Secretary of the Scottish Meteorological Society, and Dr. Arthur Mitchell, in their discussion of the mortality of London, England, and New York, * but the exact influence they have on the inception and progress of disease has never been satisfactorily ascertained, as we have had no data to go upon; when this influence has been ascertained, our knowledge of the coming weather will be of great service.

That some such system of Health Registration is needed, is shown by the fact that the Medical Societies in Toronto, Montreal, Hamilton and London—the only ones before whom the subject has been brought—have unanimously accorded it their support. They all feel the truth of the remark of a distinguished writer on sanitary reform (Right Hon. Lyon Playfair, F.R.S.) that “Registration of death represent the wrecks which strew the shore, while that of sickness would tell us of coming storms and enable us to trim our vessels to meet them. Till we have such a system of disease registration, public health cannot be administered with full intelligence.”

ESTIMATES for carrying out the scheme of Health Registration on the basis of reports from 1,000 Physicians:—

52,000 form A.....	at 2.50	130 00
52,000 form B.....	“ 2.00	104 00
52,000 Envelopes for enclosing return.....	“ 2.50	130 00
Binding 1,000 Registers	“ 0.10	100 00
Rent of office room.....		200 00
Furniture for do		150 00
Stationery (letter-books, abstract forms, papers, &c).....		250 00
Printing 2,000 reports every fortnight at \$15 per 1,000.....		780 00
do 5,000 circulars detailing scheme, say.....		40 00
do other circulars and instructions.....		50 00
Postage on weekly returns at 1c. per week.....		520 00
do at office on fortnightly reports, letters, circulars, &c.....		300 00
Salary for Superintendent.....		1,500 00
do Assistant.....		300 00
Contingencies.....		446 00
		\$5,000 00

The foregoing scheme and estimates are those best adapted in the present state of our knowledge, for the most efficient results; but if it be found that the sum required is greater than the reasonable expectation of results may warrant (a fear which we are confident is groundless) then a partial scheme may be inaugurated, by which much of the information may be obtained, but very little imparted to the country. By this lesser scheme the immediate benefits of the system will be far less than by the more extended one.

* Appended are copies of their diagrams for certain diseases.

Hemoptysis
 Hemorrhages, Other.....
 Icterus
 Influenza
 Insanity
 Laryngitis, Acute.....
 do
 Liver, Enlarged.....
 do Cirrhotic.....
 Measels
 Mumps
 Neuralgia
 Paralysis
 Peritonitis
 Pharyngitis
 Pleurisy
 Pneumonia
 Premature Birth ..
 Purpura.....
 Pityriasis, or Septicadmia
 Relapsing Fever.....
 Remittent do
 Rheumatism, Acute, Articular.....
 do
 do Chronic.....
 do Muscular.....
 Scarlet Fever.....
 Scurvy
 Skin Disease.....
 Small-pox
 Sunstroke
 Syphilis.....
 Tonsillitis.....
 Whooping Cough.....
 Tuberculosis, Acute.....
 do Other than Pulmonary.....

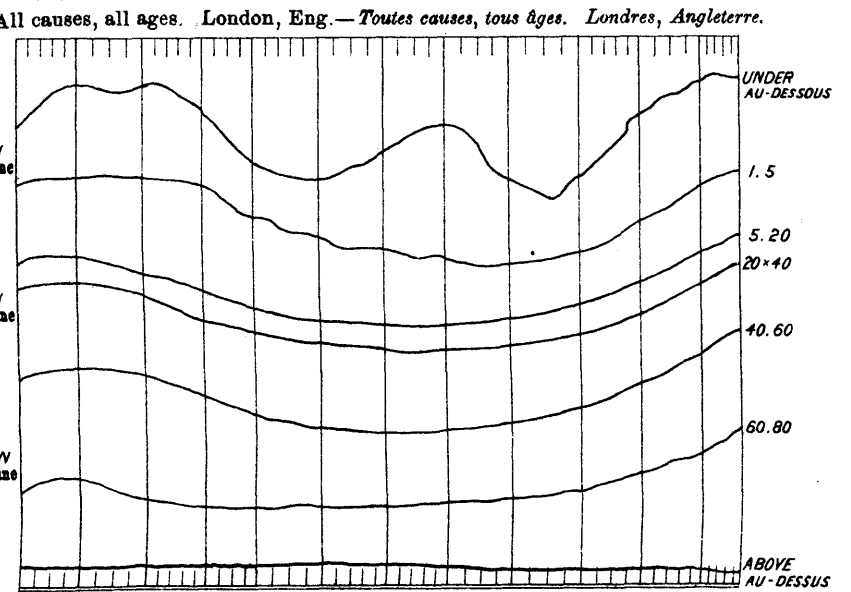
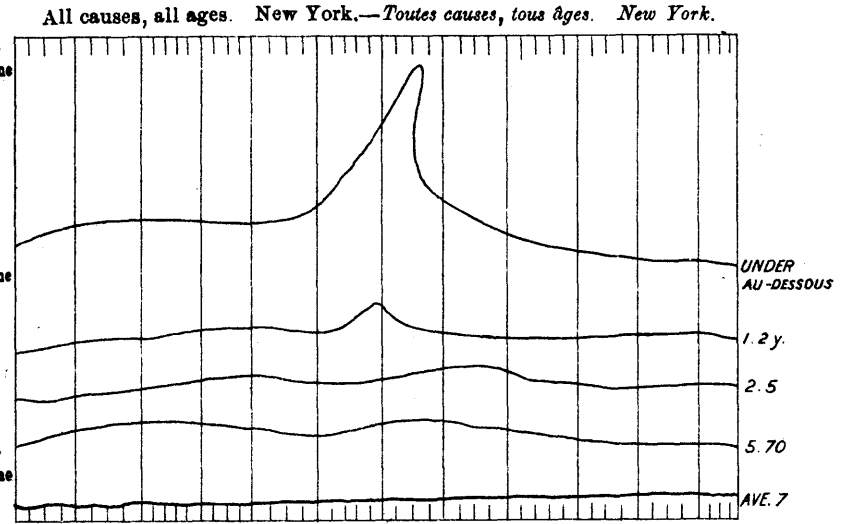
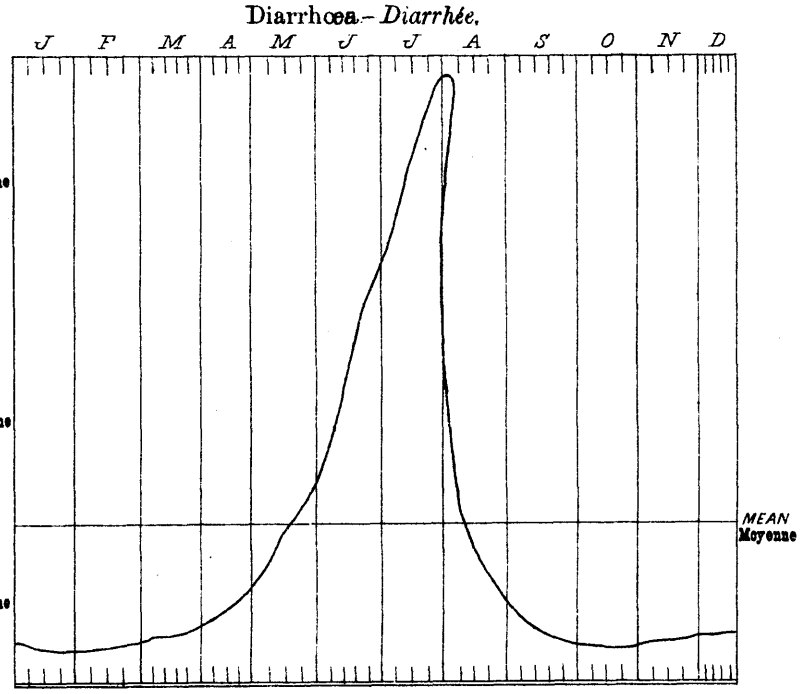
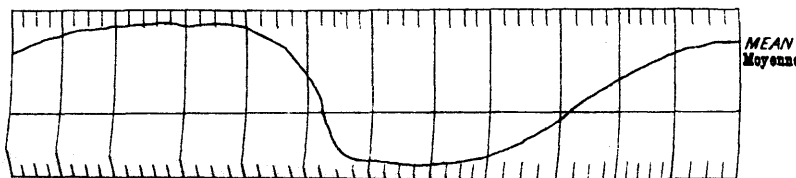
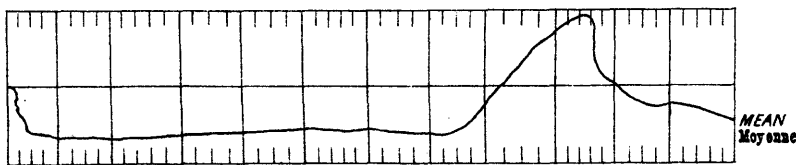
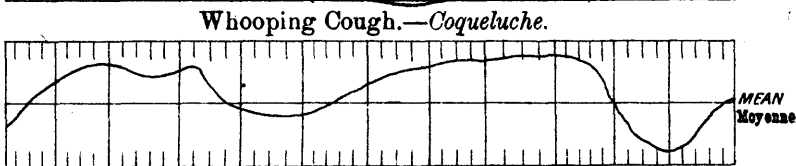
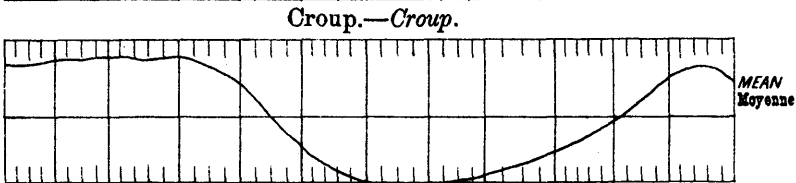
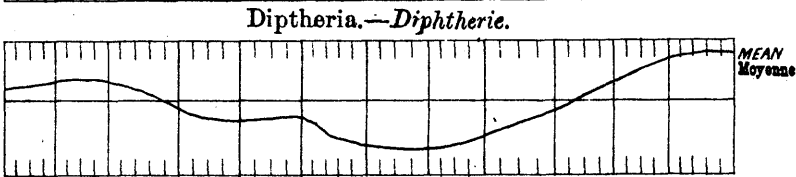
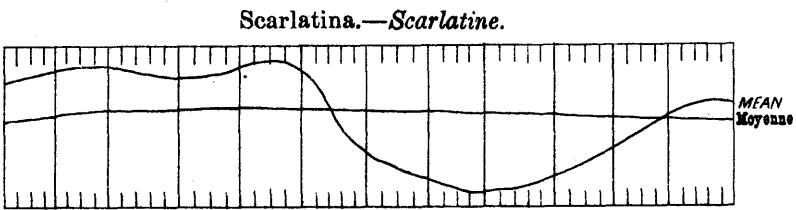
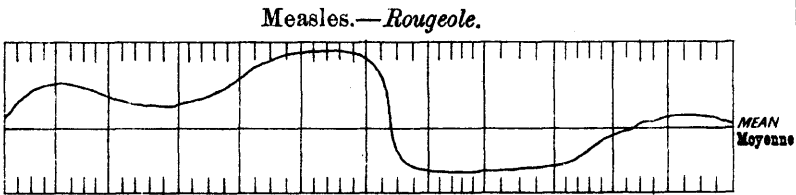
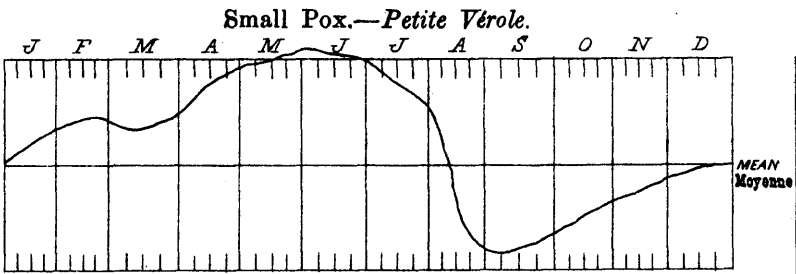
SKETCH OF FORM B.

Blotter to aid Physician in keeping information for Reports.

List of Diseases.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.	Remarks.

Diagrams showing the variation of the death rate from the mean in the different months in the year, in New York and London, England.

Diagrammes indiquant la variation de la mortalité à compter de la moyenne durant chaque mois de l'année à New-York et à Londres, Angleterre.



DEPARTMENT OF AGRICULTURE, OTTAWA, 4th February, 1880.

SIR,—I am directed by the Minister of Agriculture to state to you that he has taken into consideration the petition for a system of Health Registration, and the scheme for carrying out the same, addressed by you to His Excellency the Governor General, and transmitted to this Department by the Secretary of State.

He wishes me to inform you that it is not the intention of the Government to incur any more extra expenditure in the matter of statistics than can possibly be avoided, till the next census has been taken. In the meantime, however, he would like to ascertain what the estimated cost of the partial scheme you speak of would be, and if the latter would not, for the present, answer the purposes required, equally as well as the more elaborate scheme which you estimate would require some \$5,000 to carry out.

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

JOHN LOWE, *Secy., Department Agriculture.*

R. P. HOWARD, Esq., M.P., Montreal.

47 UNION AVENUE, MONTREAL, 28th June, 1880.

SIR,—In answer to your communication of the 4th February last, on the subject of a system of Health Registration, I had the honor of transmitting to you on the 9th of same month, a letter and schedule stating "the estimated cost of the partial scheme of health registration," alluded to in a previous communication under date 22nd January, 1880.

From the favorable tone of your last communication, I felt hopeful that it was the intention of the Government to accede to the wish of the Canadian Medical Association, and to grant a small sum annually to assist in defraying the unavoidable cost of the system of Health Registration lately initiated in the Province of Ontario. Will you have the goodness to inform me, at your earliest convenience, the decision of the Government on the matter.

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

R. P. HOWARD,

President of the Canadian Medical Association.

Hon. Minister of Agriculture.

DEPARTMENT OF AGRICULTURE, OTTAWA, 14th July, 1880.

SIR,—I am to acknowledge your letter of the 28th ultimo, respecting a scheme of health registration, and to inform you the matter has been under consideration; but, in the temporary absence of the Minister, no definite answer can be given at present.

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

JOHN LOWE, *Secy., Department Agriculture.*

R. P. HOWARD, Esq., M.D., Montreal.

DEPARTMENT OF AGRICULTURE, OTTAWA, 21st January, 1880.

SIR,—I am directed by the Minister of Agriculture to acknowledge your letter of the 19th inst., on the subject of Health Registration, which was duly submitted to him.

In reply I am to inform you that the Minister is already in receipt of a letter of a similar import from Toronto, addressed to Sir Charles Tupper, and by him referred to this Department.

The reply to that was: if a scheme was presented to the Minister of Agriculture in its entirety, with the mention of a sum required to help the Medical Association

in carrying out the project, which must be reliable, together with some guarantee as to the result to be expected, the Minister would not be averse to entertain the subject, and present it to his colleagues with a view to further action.

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

H. B. SMALL, *Acting Secretary.*

R. P. HOWARD, Esq., M.D., Montreal.

DEPARTMENT OF AGRICULTURE, OTTAWA, 22nd January, 1880.

SIR,—Referring to Departmental letter to you, of yesterday's date, I am now to acknowledge receipt of a petition with a scheme for a system of Health Registration forwarded by you to the Secretary of State, and by him transferred to this Department, and I am to state, in reply, that the same will receive ministerial consideration under the conditions implied in the answer already sent to you.

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

H. B. SMALL, *Acting Secretary.*

R. P. HOWARD, Esq., M.D., Montreal.

RETURN

(99)

To an ORDER of the HOUSE OF COMMONS, dated 28th January, 1881 ;—For a Return of all Licenses granted for Fishing Grounds on Lakes Huron and Superior within the past two years, with the Names of the Grantees and description of the Grounds leased in each case.

By Command,

HECTOR L. LANGEVIN.

Department of the Secretary of State,
1st March, 1881.

for Secretary of State.

RETURN

(99a)

To an ORDER of the HOUSE OF COMMONS, dated 28th January, 1881 ;—For copies of all Correspondence, Maps and other Documents, in relation to Licenses granted for Fishing Grounds within the past four years, at and in the vicinity of Killarney, in the District of Algoma, together with a Statement showing what Licenses have been renewed from year to year, and how long held by the same parties, with the Names of the Lessees.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
1st March, 1881.

For Secretary of State.

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

RETURN

(100)

To an ORDER of the HOUSE OF COMMONS, dated 17th February, 1881;—For copies of all Reports of Engineers and others, respecting the Repairs made on the Dam or Breakwater at Shippegan, N.B., in the year 1880; of any Reports made by the Officers or others through whom the Persons employed on the work were paid, and copies of the Pay-lists; and also, copies of all Correspondence relating to such Repairs and such Payments.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
11th March, 1881.*Secretary of State.*

RETURN

(101)

To an ORDER of the HOUSE OF COMMONS, dated 23rd February, 1881;—For a Statement of the Names of the Graduates of the Military College holding First-Class, and of those holding Second-Class Certificates obtained in the last Annual Examination; of the Names of those who have gone into the British Army, and of the Names of those who have been employed by the Canadian Government; of the Names of those who have left Canada for the United States, and of the residences and occupations of the remainder, so far as ascertainable.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
5th March, 1881.*Secretary of State.*

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

RETURN

(102)

To an ORDER of the HOUSE OF COMMONS, dated 11th February, 1881;—For copies of all Correspondence with the Department of Railways during the past two years in reference to building Lines of Railway from the Intercolonial Railway to Cape Tormentine, in Westmoreland County, and from Cape Traverse, in Prince Edward Island, to the Prince Edward Island Railway.

By Command,

Department of the Secretary of State,
26th February, 1881.

JOHN O'CONNOR,
Secretary of State.

RETURN

(103)

To an ORDER of the HOUSE OF COMMONS, dated 17th February, 1881;—For a Statement of any information in the possession of the Government as to the number of Persons counted during the last Census, though absent from the place in which they were counted; distinguishing by Provinces, and also distinguishing between those said to be absent (1) in other parts of the said Province; (2) in other parts of Canada; (3) in the United States, and (4) in other foreign parts.

Also, for a Statement of the means (if any) taken to ascertain how many absentees were counted, and to guard against those who had left permanently, and against those who were present only temporarily being counted.

Also, for a Statement of the means (if any) to be taken during the next Census to secure the suggested information, and to guard against the suggested defect in the taking of the next Census.

By Command,

Department of the Secretary of State,
5th March, 1881.

JOHN O'CONNOR,
Secretary of State.

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

RETURN

(103a)

To an ORDER of the HOUSE OF COMMONS, dated 17th February, 1881 ;—For a List of the Names of Persons appointed to take the next Census, giving the Office held by each, and the District for which he is appointed.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
5th March, 1881.

Secretary of State.

RETURN

(103b)

To an ORDER of the HOUSE OF COMMONS, dated 17th February, 1881 ;—For copies of all Written Instructions and Forms and Papers prepared for the use of the Officers engaged in taking the Census of 1871, not already brought down, including the Papers mentioned in the Census Report ; and for a Memorandum of the substance of the Oral Instructions given to the Commissioners on that occasion ; and for the like information as to Written Instructions, Forms and Papers, and as to Oral Instructions in connection with the Census for 1881.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
5th March, 1881.

Secretary of State.

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

RETURN

(104)

To an ADDRESS of the HOUSE OF COMMONS, dated 9th February, 1881;—For copies of all Correspondence between His Excellency and Professor Henry Y. Hind in reference to alleged inaccurate Statistics submitted to the “Halifax Commission,” appointed under the Washington Treaty.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
7th March, 1881.

Secretary of State.

RETURN

(104a)

To an ADDRESS of the SENATE, dated 18th January, 1881;—For copies of all Correspondence respecting the alleged falsification of some of the Statistics submitted as part of the English Case to the Fishery Commission which sat at Halifax in 1877; also, of any Report or Explanation made by the Commissioner of Fisheries or any other Officer of the Government of Canada, with reference to such alleged falsification.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
7th March, 1881.

Secretary of State.

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

RETURN

(105)

To an ORDER of the HOUSE OF COMMONS, dated 11th February, 1881;—For copies of all Correspondence relating to the substitution of New Names for Ancient and Historic ones in the North-West Territories, more especially along the route of the Pacific Railway.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
24th February, 1881.

RETURN

(106)

To an ORDER of the HOUSE OF COMMONS, dated 21st February, 1881;—For copies of all Correspondence respecting the Rights of Squatters on the Naval Reserve on Point Pelée Reef, in the County of Essex.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
7th March, 1881.

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

RETURN

(107)

To an ORDER of the HOUSE OF COMMONS, dated 23rd February, 1880 ;—For a detailed monthly Statement of the Amount expended during the years 1878 and 1879 in advertising on behalf of the Government or any Public Service, in the Public Journals of the Dominion, the Amount paid each Journal respectively, and the purpose for which such money was paid ; also, the Amount paid in subscriptions, for what Papers paid, and whether such Papers were ordered for the use of the Public Departments or otherwise.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
14th January, 1881.*Secretary of State.*

RETURN

(108)

To an ORDER of the HOUSE OF COMMONS, dated 7th February, 1881 ;—For a Statement, in detail, of the Amounts which have been paid to J. B. Eager, late Clerk in the Hamilton Post Office, since the date of his Superannuation ; copies of all Correspondence, Certificates, &c., with the Postmaster General or the Post Office Department in reference to the Superannuation of the said J. B. Eager, and the cause of said Superannuation.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
17th February, 1881.*Secretary of State.*

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

RETURN

(109)

To an ORDER of the HOUSE OF COMMONS, dated 13th December, 1880 ;—For a Statement of the number of Immigrants who have gone into Manitoba and the North-West Territories, for the year ending 31st October, 1880 ; the number of Persons who have purchased Lands ; the number of Persons who have taken Homesteads and Pre-emption Rights ; the number of Acres sold ; the total number of Acres taken up and purchased ; the total Receipts for Lands sold or taken up during that period, and the Amount hereafter to be received.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
17th February, 1881.

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

RETURN

(110)

To an ORDER of the HOUSE OF COMMONS, dated 16th February, 1880;—For Expenses, in detail, incurred by the several Members of the Government, and any other person or persons in the service of the Government, or paid by the Government, sent to England or elsewhere, on behalf of the Government, or in the service of the Government, from the 1st day of November, 1878, to date.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
13th January, 1881.

Secretary of State.

OTTAWA, 12th January, 1881.

SIR,—I have the honor to enclose, in compliance with an Order of the House of Commons, dated the 16th February, 1880, a Statement prepared from the Public Accounts, showing the expenses incurred by members of the Government and other persons in the service of the Government sent to England, or elsewhere, on behalf of the Government, from the 1st November, 1878, to the 16th February, 1880.

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

J. M. COURTNEY, *Deputy Minister of Finance.*

The Under Secretary of State.

STATEMENT of the expenses incurred by Members of the Government and other persons in the service of the Government, sent to England, or elsewhere, on behalf of the Government, from the 1st November, 1878, to 16th February, 1880, as shown by the Public Accounts.

1878—Hon. Sir S. L. Tilley, expenses to England.	867 97
Sandford Fleming, do do	600 00
1879—Hon. Sir C. Tupper (including Secretary), expenses to England.....	2,433 33
Hon. Sir S. L. Tilley do do	2,141 33
Right Hon. Sir John A. Macdonald, including Secretary.....	2,524 37
	\$8,567 00

Finance Department, 12th January, 1881.

RETURN

(110a)

To an Order of the HOUSE OF COMMONS, dated 23rd February, 1880 ;—For Expenses, in Detail, incurred by Members of the Government and persons in the Service of the Government, sent to England, or elsewhere, on behalf of the Government, from 1st January, 1874, to 1st October, 1878.

By Command,

JOHN O'CONNOR,

Secretary of State.

Department of the Secretary of State,
2nd February, 1881.

OTTAWA, 1st February, 1881.

SIR,—I have the honor to enclose a statement prepared from the Public Accounts of the expenses incurred by Members of the Government, and other persons in the service of the Government, sent to England, or elsewhere, on behalf of the Government, from the 1st January, 1874, to the 1st October, 1878.

I also enclose memoranda from the following Departments upon the same subject:—

Governor General's Secretary's Office ;
Privy Council ;
Department of Interior ;
do Militia ;
do Public Works ;
do Railways and Canals ;
do Inland Revenue ;
do Marine and Fisheries ;
do Customs ;
do Agriculture.

This information is furnished in return to an Order of the House of Commons, dated February 23rd, 1880.

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

J. M. COURTNEY,

The Under Secretary of State.

Deputy Minister of Finance.

STATEMENT of the Expenses incurred by Members of the Government and other persons in the Service of the Government, sent to England, or elsewhere, on behalf of the Government, from the 1st January, 1874, to 1st October, 1878, as shewn by the Public Accounts.

			\$	cts.
1874-5...	Hon. R. J. Cartwright	Expenses to England	1,023	84
	J. M. Courtney	do do	1,072	12
	Hon. A. Mackenzie	do do	1,966	32
	Colonel H. C. Fletcher	do West Point.....	500	00
1875-6...	Hon. R. J. Cartwright	do England	1,351	31
	W. A. Blackmore	do do	51	95
	Hon. E. Blake.....	do do	760	00
	H. Kinloch	do do	659	66
1876-7...	Hon. R. J. Cartwright	do do	554	99
1877-8...	do do	do do	693	91
			8,544	10

FINANCE DEPARTMENT, 12th January, 1881.

OFFICE OF THE GOVERNOR GENERAL'S SECRETARY, OTTAWA, 13th April, 1880.

SIR,—In reply to your letter received this day, I have the honor to inform you that no person from the office of the Governor General's Secretary has been sent to England or elsewhere, on behalf of the Government, from the 1st January, 1874, to date.

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

F. DEWINTON, Major, R.A.,
Governor General's Secretary.

Deputy Minister of Finance, Ottawa.

PRIVY COUNCIL OFFICE, OTTAWA, 16th April, 1880.

SIR,—With reference to your communication (without date) requesting certain information required by an Order of the House of Commons for a "statement in detail of the expenses incurred by Members of the Government, and persons in the service of the Government, sent to England or elsewhere, on behalf of the Government, from the 1st January, 1874, to date."

I have the honor to state that no such expenses have been incurred in this Department.

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

J. O. COTE, C.P.C.

Deputy Minister of Finance.

OTTAWA, 1st May, 1880.

SIR,—In reply to your circular letter under date the 12th ultimo, and also to your communication of the 16th instant, asking for a detailed statement of the travelling expenses of public officers in this Department who have been sent out of Canada, I have the honor to inform you that there has been no such expenditure in this Department.

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

J. S. DENNIS,

Deputy of the Minister of the Interior.

Deputy Minister of Finance, Ottawa.

OTTAWA, 22nd April, 1880.

SIR,—In reply to your recent application, I have the honor to inform you that I am not aware of any person in the employ of this Department being sent to England, or elsewhere outside of the Dominion, on behalf of the Government, between the 1st January, 1874, and the date of the Return asked for by the House of Commons.

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

C. EUG. PANET,

Deputy Minister of Militia and Defence.

Deputy Minister of Finance, Ottawa.

OTTAWA, April 15th, 1880.

SIR,—Referring to your circular, in which you ask to be furnished with a statement of expenses incurred by officers of this department sent to England, or elsewhere, on behalf of the Government, from 1st January, 1874, to date, for a Return to the House of Commons, I have the honor to inform you that no payments have been made by the Department of Public Works in connection with such service.

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

S. CHAPLEAU, *Secretary.*

Deputy Minister of Finance, Ottawa.

OTTAWA, 29th January, 1881.

SIR, —Referring to your circular, in which you ask to be furnished with a statement of expenses incurred by officers of this Department sent to England, or elsewhere, on behalf of the Government, from 1st January, 1874, to 1st October, 1878, for a Return to the House of Commons, I have the honor to inform you that no payments have been made by the Department during such period.

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

F. BRAUN, *Secretary.*

Deputy Minister of Finance, Ottawa.

RETURN in reply to a letter from the Deputy Minister of Finance, requesting information so far as this Department is concerned for a Statement in detail of the Expenses incurred by Members of the Government, and Persons in the Service of the Government, sent to England, or elsewhere, on behalf of the Government, from the 1st January, 1874, to date.

Expenses incurred by the Commissioner of Inland Revenue on a journey to Europe, in 1875, by order of the then Minister of Inland Revenue:—

Railway and steamship fares and expenses to Liverpool and back	\$ 200 00
Railway fares, &c., in Europe.....	125 00
Personal and contingent expenses.....	870 00
	\$ 1,195 00

A. BRUNEL, *Commissioner.*

INLAND REVENUE DEPARTMENT, OTTAWA, 15th April, 1880.

STATEMENT of expenses incurred by the Deputy Minister of Marine, in 1875, while on a Government mission to England, for the purpose of purchasing a steamer, and conferring with the British Government on the subject of merchant shipping legislation. Left Ottawa on the 28th May, 1875, for London, and arrived back in Ottawa on 16th September, 1875.

Railway and other travelling expenses, from Ottawa to Quebec. Liverpool, London, Southampton, Sunderland and Glasgow, and back to Quebec and Ottawa, about.....	\$125 00
Cabs, gratuities, telegrams, postages, &c., about.....	60 00
Hotel expenses, about	300 00
	\$475 00

27th April, 1880,

WM. SMITH,
Deputy Minister of Marine, &c.

N. B.—No remuneration beyond my ordinary salary was paid for these services.

WM. SMITH.

STATEMENT of Expenses incurred by the Deputy Minister of Marine in 1876, while on a Government Mission to England as a Representative of the Canadian Government, for the purpose of conferring with the Home Government on the subject of Merchant Shipping Legislation, then under the consideration of the Imperial Parliament. Left Ottawa on the 28th April, 1876, for London, *via* Portland, and returned to Ottawa on the 1st September, 1876, *via* Quebec.

Paid Messrs. Allen for passage in steamer, both ways.....	\$240 00
Railway and other travelling expenses and subsistence from Ottawa to Portland, and from Liverpool to London, and other expenses on board steamer, about.....	60 00
Railway and other travelling expenses in England, cabs, gratuities, postages, telegrams, etc.....	150 0
Railway and other travelling expenses from London to Ottawa, <i>via</i> Liverpool and Quebec, and expenses on board steamer, about.....	60 00
Hotel and other expenses in England.....	626 00
	\$1,136 00

In addition to the above, the sum of \$83.56 was paid for cablegrams, printing and stationery.

No remuneration beyond my ordinary salary was paid for these services.

WM. SMITH,
Deputy Minister of Marine.

27th April, 1880.

CUSTOMS, CANADA.

STATEMENT shewing, in detail, the Expenses incurred by Members of the Government and Persons in the service of the Government, sent to England, or elsewhere, on behalf of the Government, from the 1st January, 1874, to date.

Names.	Date of Payment.	Remarks.	Amounts Paid.
	1874.		\$ cts.
J. Kerr	Dec. 17...	Travelling expenses to Boston, U.S., on Preventive Service.....	122 85
	1876.		
T. O. Mewburn	June 2...	Travelling expenses to New York and return	58 85
	1879.		
J. E. Smith	Aug. 19...	do to Washington and return.....	340 19
T. S. Brown, jun.....	do 14...	Expenses to and from St. Pierre.....	78 00
E. Young	Dec. 8...	do to New York, Washington, &c.....	123 74
		Total	\$723 18

J. JOHNSON,
Commissioner of Customs.

CUSTOMS DEPARTMENT, OTTAWA, 3rd May, 1880.

STATEMENT of Expenses incurred by Members of the Government, and Persons in the service of the Government, sent to England, or elsewhere, out of Canada, on behalf of the Government, from the 1st January, 1874, to April, 1880.

Travelling expenses in connection with Philadelphia Exhibition, 1875-6-7 :—

J. Perrault, Secretary.....	\$2,935 85
Hon. Mr. Letellier, Commissioner.....	300 00
Hon. Mr. Wilmot, ".....	615 67
Hon. Mr. Penny, ".....	40 50
D. McDougall, ".....	903 75

Travelling expenses in connection with Sydney, Australia, Exhibition, 1876-7-8 :—

Hon. J. Young, Commissioner.....	\$4,201 43
Jas. Brown, Assistant Commissioner.....	1,650 00
John Lowe, Acting Commissioner.....	457 60
W. H. Frazer, Acting Com. for preparing exhibits.....	695 00

Travelling expenses in connection with Paris Exhibition, 1877-8-9 :—

T. C. Keefer, Commissioner.....	\$4,369 90
Gordon Brown, Honorary Commissioner.....	733 04
G. Drolet, " ".....	1,228 77
S. P. May, Secretary.....	3,155 10
Jos. Perrault, ".....	2,839 00
A. G. Selwyn, Chief of Geological Survey.....	1,981 92
D. Ewart, in charge of Trophy.....	698 61
J. Korman, special services in connection with Immigration.....	800 00

1878-9 to April 1880 :—D. McEachran, V. S., professionally visiting United States, in connection with cattle disease..... \$1,052 47

1879-80 :—Sir A. T. Galt, visiting Washington to arrange for rescinding U.S. Order prohibiting importation of Canadian cattle into that country..... \$97 00

NOTE.—The travelling expenses of Immigration Agents, and travelling on immigration account are not included in this, as forming part of the regular duties of the staff.

RETURN

(111)

To an ORDER of the HOUSE OF COMMONS, dated 8th March, 1880 ;—For a detailed Statement of all Amounts paid the Hudson Bay Company by the various Departments, since the transfer of their Territory to Canada.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
19th January, 1881.

Secretary of State.

RETURN

(111a)

To an ADDRESS of the HOUSE OF COMMONS, dated 16th February, 1881 ;—
For copies of all Correspondence with the Hudson Bay Company, or any Person acting in its behalf, with reference to the South-East Quarter and the North Half of Section 7, Township 17, Range 20, west of the 1st Principal Meridian, and for all Papers, Orders in Council, &c., respecting the granting of the said Land to the Company in lieu of other Land alleged to be occupied by Settlers.

By Command,

JOHN O'CONNOR,

Department of the Secretary of State,
8th March, 1881.

Secretary of State.

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

R E T U R N

(111b)

To an ADDRESS of the HOUSE OF COMMONS, dated 14th March, 1881;—For copies of all Communications to the Government or any Department thereof, since the last Session of Parliament, on the subject of the Navigation of Hudson Bay.

By Command,

JOHN O'CONNOR,Department of the Secretary of State,
March, 1881.*Secretary of State.*

R E T U R N

(112)

To an ORDER of the HOUSE OF COMMONS, dated 20th December, 1880;—For copies of the Papers which have, from time to time, been furnished the Government in support of the Claim of Henry A. P. Holland, to the Castle Garden Property at Quebec.

By Command,

JOHN O'CONNOR,Department of the Secretary of State,
8th March, 1881.*Secretary of State.*

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