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SESSIONAL PAPERS.

VOLUME I.

FOURTH SESSION OF THE EIGHTH PARLIAMENT

OF THE

PROVINCE OF CANADA.

Second Session—1865.



VOLUME XXV.

PRINTED BY HUNTER, ROSE & CO., SPARKS STREET, OTTAWA.

LIST OF SESSIONAL PAPERS.

VOL. XXV.—SESS. 1865.

ARRANGED ALPHABETICALLY.

Advertisements, Sheriffs.....(No. 42).	Jesuits' Estates.....(No. 33).
Agriculture, Board of.....(No. 29).	Matawin Road.....(No. 12).
Algoma District.....(No. 34).	Metapedia and Temiscouata Roads.....(No. 12).
Bank of Upper Canada.....(No. 15).	Military Schools.....(No. 10).
Baptisms, &c.....(No. 1).	Mining Locations.....(No. 34).
Beauharnois Canal.....(No. 13).	Municipal Returns.....(No. 36).
Bonds and Securities.....(No. 6).	Pope, R., Mining Agent.....(No. 26).
Colonization Roads.....(No. 34).	Postal Subsidy.....(No. 7).
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Deputy Clerks of the Crown.....(No. 17).	Prisons.....(No. 14).
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Education.....(No. 5).	Reciprocity Treaty.....(No. 11).
Estimates.....(No. 18).	Registrars.....(No. 16).
Fee Fund.....(No. 21).	Roxton Falls, Postmaster.....(No. 35).
Fisheries.....(No. 43).	St. Albans Raiders.....(No. 31).
Fortin, Captain.....(No. 25).	St. Ignace, Society of.....(No. 20).
Free Ports.....(No. 37).	St. Lawrence, Loss of Vessels.....(No. 32).
Grand Templars.....(No. 19).	Trade Returns.....(No. 39).
Grand Trunk.....(No. 40).	Trinity House, Quebec.....(No. 3).
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International Exhibition.....(No. 28).	Volunteers.....(No. 10).

LIST OF SESSIONAL PAPERS.

ARRANGED NUMERICALLY AND IN VOLUMES.

CONTENTS OF VOLUME No. 1.

- No. 1... MARRIAGES, BAPTISMS AND BURIALS :—Return of, from certain Districts, for the year 1864. [*Not Printed.*]
- No. 2... COUNCIL OF UNIVERSITY COLLEGE :—Report of, for the year 1864.
- No. 3... TRINITY HOUSE, QUEBEC :—Accounts of.
- No. 4... SALARIES, COUNTY JUDGES, &c. :—Statement of amount of Salary and Traveling Expenses paid to County Judges, Junior and Deputy Judges, and Recorders, in Upper Canada; also, the amount of Fee Fund Moneys collected from the County Court, Surrogate Court and Division Courts, and the amount of all Salaries or Allowances paid out of the Fee Fund to any other person or persons than the County Judge or Junior, during the period from 1st July, 1863, to 30th June, 1864.
- No. 5... EDUCATION :—Annual Report of the Normal, Model, Grammar and Common Schools in Upper Canada, for the year, 1864, with Appendices.
- No. 6... BONDS AND SECURITIES :—Return of, as recorded, between the 19th day of January and the 8th day of August, 1865.
- No. 7... POSTAL SUBSIDY, RAILWAYS :—Copies of all Papers connected with the Postal Subsidy to Grand Trunk and other Railway Companies.
POSTAL SERVICE :—Report of the Railway Postal Service Commissioners.
- No. 8... INTERCOLONIAL RAILWAY :—Report of the Intercolonial Railway Exploratory Survey.
- No. 9... CONFEDERATION :—Correspondence, since the beginning of last Session, between the Government of Canada and the Governments of Nova Scotia and New Brunswick, in relation to Confederation of the British North American Provinces.
- No. 10... MILITARY SCHOOLS :—Information respecting, at Quebec and Montreal. [*Not Printed.*]
MILITARY SCHOOLS :—Certain Statement relative to. [*Not Printed.*]
MILITIA GENERAL OFFICERS :—Copies of certain Militia General Orders and Instructions to Officers. [*Not Printed.*]

- No. 11... **RECIPROCITY TREATY** :—Copies of all Correspondence since the beginning of last Session, relative to the Reciprocity Treaty with the United States. [*Not Printed.*]
- No. 12... **METAPEDIA AND TEMISCOUATA ROADS** :—Certain Correspondence respecting. [*Not Printed.*]
MATAWIN ROAD :—Copies of Documents respecting. [*Not Printed.*]
- No. 13... **BEAUHARNOIS CANAL** :—Copy of Mr. Baillargé's Report and Correspondence, in relation to Damages caused by the Beauharnois Canal. [*Not Printed.*]
- No. 14... **PRISONS, &c.** :—Report of the Board of Inspectors of Asylums, Prisons, &c., for the year 1864.
- No. 15... **BANK OF UPPER CANADA** :—Statement, showing in detail the payment of principal and interest made to the Receiver General by the Bank of Upper Canada, under the Order in Council of the 19th November, 1863, down to the 1st day of July last; and also showing the amount of principal and interest for which the said Bank was indebted to the Government at the last-mentioned date.
- No. 16... **REGISTRARS** :—Return from the Registrar of the County of Stormont, of Fees and Emoluments received for the year ending 31st December, 1864, in accordance with Section 76, Chapter 89, of the Consolidated Statutes for Upper Canada.
- No. 17... **DEPUTY CLERKS OF THE CROWN** :—Return of the Deputy Clerks of the Crown, Deputy Masters and Deputy Registrars in Chancery, and County Attorneys, who, previous to the going into effect of the Law for collecting Fees on Law Proceedings, by Stamps, were in arrears for Fees received on such proceedings; with a Statement, showing for what length of time such Fees have been permitted to remain in their hands in arrear.
- No. 18... **ESTIMATES** :—The Estimates of the Province of Canada, for the financial year ending 30th June, 1866.
- No. 19... **GOOD TEMPLARS** :—Of the Grand Temple of the Independent Order of Good Templars of Canada. [*Not Printed.*]
- No. 20... **ST. IGNACE DE MONTRÉAL** :—Of La Société St. Ignace de Montréal, to August, 1865. [*Not Printed.*]
- No. 21... **FEE FUND** :—Statement of, for the year ended 30th June, 1865.
- No. 22... **DEPUTY SHIPPING MASTER** :—Correspondence respecting the appointment and salary of the Deputy Shipping Master, since 1860. [*Not Printed.*]
- No. 23... **MR. CONSUL-GENERAL POTTER** :—Copies of Papers relative to Mr. Consul-General Potter's Speech at Detroit, and Letter of Mr. Wood to Mr. Potter. [*Not Printed.*]
- No. 24... **POST OFFICE, IRISH CREEK** :—Copies of all Correspondence between the Government and all other parties, respecting the change of a Post Office in the North Riding of Leeds and Grenville, from Irish Creek to Jasper; also, copies of all Correspondence between the Government and other parties respecting the advertising of uncalled-for Letters in the North Riding of Leeds and Grenville. [*Not Printed.*]

CONTENTS OF VOLUME No. 2.

- No. 25... FORTIN, PIERRE :—Annual Report of Pierre Fortin, Esquire, Stipendiary Magistrate, and Commander of the Expedition for the Protection of the Fisheries in the Gulf of St. Lawrence.
- No. 26... R. POPE, ESQ. :—Copies of Documents respecting appointment of R. Pope, Esq., as Mining Agent at St. François de la Beauce. [*Not Printed.*]
- No. 27... CULLERS' OFFICE :—Copies of Documents respecting system now followed, or hereafter to be adopted, in Supervisor of Cullers' Office. [*Not Printed.*]
- No. 28... INTERNATIONAL EXHIBITION :—Detailed Statement of all Expenses connected with the Commission from Canada to the International Exhibition, held in Dublin during the present year. [*Not Printed.*]
- No. 29... BOARD OF AGRICULTURE :—Information respecting votes cast for Members of Board of Agriculture in 1865. [*Not Printed.*]
- No. 30... CUSTOM HOUSE OFFICERS :—Statement respecting Custom House Officers—Districts of Montmagny, Kamouraska, Saguenay and Rimouski. [*Not Printed.*]
- No. 31... ST. ALBANS RAIDERS :—Papers relative to St. Albans Raiders' affair; and for copy of Report of F. W. Torrance, Esq., on case of C. J. Coursol, Esq., Judge Sessions of the Peace, Montreal. [*Not Printed.*]
- No. 32... ST. LAWRENCE :—Report of the Commissioners who investigated into the causes of the loss of Vessels in the St. Lawrence during last year. [*Not Printed.*]
- No. 33... JESUITS' ESTATES :—Statement of, as required by 16 Vic., Cap. 163, Sec. 5, (Con. Stat. of Canada, Cap. 33, Sec. 29).
- No. 34... COLONIZATION ROADS :—Return of all moneys expended on Colonization Roads in the Algoma District. Such Return to state the Papers in which the work was advertised, the names of the parties tendering, with a copy of each tender, and to whom addressed; the name of the contractor or contractors, and the amount paid each, per mile; also, the cost of each Bridge (if any), and to whom paid; also, the name of the Superintendent or Superintendents of such road, and the amount paid each for his services; the total number of miles completed, and the average cost of each mile; also, copies of all Reports made by the Superintendents or Engineers. [*Not Printed.*]
 MINING LOCATIONS :—Statement shewing the several Grants and Sales of Land which have been made in the District of Algoma, for Mining Locations or for Settlement, with the Surveyor's description of the lands conveyed in each such Patent, and the amount charged per acre in each case; also, a Statement showing the quantity and locality of land now applied for as Mineral Locations; also, copies of all Orders in Council affecting the sale of Land and the working of Mines in Algoma District. [*Not Printed.*]
- No. 35... ROXTON FALLS POSTMASTER :—Correspondence addressed to the Post Office Department, or to any officer thereof, in relation to the recent nomination of Postmaster at Roxton Falls, in the County of Shefford, or in relation to any person who was an applicant for that office. [*Not Printed.*]
- No. 36... MUNICIPAL RETURNS :—For Upper and Lower Canada, for 1864.

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- No. 37... FREE PORTS:—Copies of Documents relating to
Reports of the Inspectors of the Free Ports of Gaspé and Sault
Ste. Marie.
- No. 38... PUBLIC ACCOUNTS OF CANADA:—For the Fiscal Year ended 30th June, 1865.
- No. 39... TRADE AND NAVIGATION, CANADA:—Tables of, for the Fiscal Year ended 30th
June, 1865.
- No. 40... GRAND TRUNK RAILWAY BONDS:—Correspondence between the Minister of
Finance and the Provincial Agents in England, in reference to the surrender
of the Grand Trunk Railway Bonds. [*Not Printed.*]
- No. 41... SHERIFFS' POUNDAGE:—Return from the several Sheriffs of Upper Canada, of
the various Executions placed in their hands respectively, during the last
twelve months, on which Poundage has been charged, although no Sales
took place thereon; and also the amount of such Poundage on each of
such Executions. [*Not Printed.*]
- No. 42... SHERIFFS' ADVERTISEMENTS —Return by the several Sheriffs in Upper Canada
of the amount paid to them respectively on each lot or piece of land adver-
tised for sale for Arrears of Taxes, and for the Expenses of the Advertise-
ment of each such Sale, during the last year. [*Not Printed.*]
- No. 43... FISHERY LEASES:—Return of all leases granted by the Department of Crown
Lands for Fishing purposes, with the dates and conditions of such leases,
stating those who have fulfilled the conditions of their leases, and of those in
default; also, a Return of the number of Stake and Brush Nets and other
fixed machinery for catching fish existing within this Province, licensed by
the Crown Lands Department. [*Not Printed.*]
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(No. 1.)

R E T U R N

OF

MARRIAGES, BAPTISMS AND BURIALS,

FROM CERTAIN DISTRICTS,

For the year 1864.

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

(No. 2.)

R E P O R T

OF THE

COUNCIL OF UNIVERSITY COLLEGE,**FOR THE YEAR 1864.**

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

May it please Your Excellency,

The College Council have the honor to present their Annual Report, for the year 1864, as follows:—

I.—OFFICERS:*Visitor,*

His Excellency the Right Honorable Viscount Lord Monck, &c., &c., &c.

President.

Rev. John McCaul, LL.D.

Professors, &c.

Rev. John McCaul, LL.D., Professor of Classical Literature, Logic and Rhetoric.
 Rev. James Beaven, D.D., Professor of Metaphysics and Ethics.
 H. H. Croft, D.C.L., Professor of Chemistry and Experimental Philosophy.
 Geo. Buckland, Esq., Professor of Theory and Practice of Agriculture.
 J. B. Cherriman, M.A., Professor of Natural Philosophy.
 Daniel Wilson, LL.D., Professor of History and English Literature.
 Rev. W. Hincks, F.L.S., Professor of Natural History.
 E. J. Chapman, Ph.D., Professor of Mineralogy and Geology.
 James Forneri, LL.D., Professor of Modern Languages.
 G. T. Kingston, M.A., Professor of Meteorology, and Director of the Magnetic Observatory.
 J. M. Hirschfelder, Esq., Lecturer on Oriental Literature.

Bursar.

David Buchan, Esq.

Professor Cherriman also takes the Department of Mathematics, and discharges the duties of College Auditor.

At the commencement of this year, Dr. Wickson, who had efficiently discharged the duties of Classical Tutor and Registrar, during the preceding eight years, accepted the appointment of Rector of the Toronto Grammar School. Temporary appointments have been made to the offices thus vacated.

II.—GRADUATES :

Since 1854, the following Degrees have been conferred by the University of Toronto, on Students of this College:—

M.D., 2; M.A., 44; LL.B., 7; M.B., 7; B.A., 75.

The total number of Graduates is 135.

III.—STUDENTS :

The total number of those who attended Lectures during the past year was 240; of these 177 were Matriculated, and 63 non-Matriculated. Of the Matriculated Students, 133 were in the Faculty of Arts, 43 in the Faculty of Medicine, and one in the Faculty of Law. Of the 63 non-Matriculated Students, 19 attended two or more courses of Lectures, and 44 but one course.

The following table shews the Religious Denominations of the Matriculated Students:—

Church of England.....	58
Canada Presbyterian.....	55
Methodist.....	20
Church of Scotland.....	17
Roman Catholic.....	7
Baptist.....	4
Congregationalist.....	4
Unitarian.....	1
Universalist.....	1
Protestant.....	3
Not classed.....	7

IV.—COURSES OF STUDY :

No change has been made in these during the past year, but next year they will be modified in accordance with the Statutes recently passed by the University of Toronto.

REPORT OF THE SENATE, for the year 1864.

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

The Chancellor, Vice-Chancellor and Senate of the University of Toronto, respectfully present their Annual Report for the year 1864, and beg to state as follows:—

1. In the Faculty of Law, the number of Students who have passed the required examinations during the year is as follows:—

Matriculation Examination.....	8
First year “	3
Second “	3
Third “	3
Examination for the Degree of Bachelor of Law ..	8
Total.....	25

2. In the Faculty of Medicine, the number of Students who have passed the requisite examinations during the year, is as follows:—

Matriculation Examination.....	21
First year “	4
Second “	6
Third “	3
Examination for the Degree of Bachelor of Medicine	19
Primary Examination	2
Total	55

Besides which the Degree of Doctor of Medicine was conferred on two gentlemen being of the requisite standing, and having complied with the requirements of the Statute.

3. In the Faculty of Arts, the number of Students who have passed the required examinations during the year, is as follows:—

Matriculation Examination.....	41
First year “	21
Second “	23
Third “	20
Examination for the Degree of Bachelor of Arts	22
Total	127

Besides which, the Degree of Master of Arts was conferred on nine gentlemen, being of the requisite standing, and having complied with the requirements of the Statute in that behalf.

4. The total number of Students examined during the year, is 207, and 60 Degrees were conferred in the different Faculties.

5. Thirty Scholarships were awarded during the year.

6. From a comparison with the Report of the preceding year, 1863, it appears that there is but a slight variation in the number of Students who have submitted themselves for examination. For the year 1863, the gross total was 209; for the year 1864, the total is 207, and the distribution amongst the different Faculties is nearly the same.

7. During the year an amended curriculum of subjects of examination in the different Faculties was prepared, and the statutes embodying the same have been presented for Your Excellency's approval. This amended curriculum has been the result of careful consideration on the part of those gentlemen of the Senate, who were especially conversant with the different subjects involved, and the alterations and amendments have been such as it is hoped will tend to the further usefulness of the University, and render any other changes unnecessary for a long period of time to come.

8. The University is each year satisfactorily discharging the important objects for which it has been founded, and the Senate have every reason to believe that the people of Upper Canada fully appreciate the great benefits it is conferring on the community.

All of which is respectfully submitted.

Countersigned,

THOMAS MOSS,
Registrar.

(Corporate Seal.)

JOS. C. MORRISON,
Auditor.

A true copy,
THOMAS MOSS,
Registrar.

MAGNETIC OBSERVATORY, TORONTO.

REPORT to the Observatory Committee of the Senate of the University of Toronto, for the year 1864.

The general arrangements of the Observatory continue the same as heretofore.

Instruments.—No additions to the instruments have been made during the year.

Observations.—No changes have been made in the times and manner of taking the observations.

Records.—The primary reduction of all the observations is in an advanced state, and will be completed to the end of the year, in the course of a few weeks.

During the year just completed, two volumes have been published containing the results of the meteorological observations. Three hundred copies of the larger of these containing 164 pages, and giving the results for the six years, 1854–59, were printed and half bound by Messrs. Lovell and Gibson, at a cost of \$627.35. An equal number of copies of the other volume consisting of 110 pages, and containing the results for the three years, 1860–62, were printed and half bound by Messrs. Chewett, for the sum of \$467.50.

Between 40 and 50 copies of each of the meteorological volumes, as well as of the volume of magnetical abstracts, have been distributed in Canada.

Through the liberal assistance of General Sabine, President of the Royal Society of London, a large number of copies of each of the three volumes have been presented, or are in course of transmission, to various institutions and individuals in Great Britain and Ireland, the Continent of Europe, and other parts of the world.

I am greatly indebted also to Professor Henry, Secretary of the Smithsonian Institution at Washington, for his aid in distributing several copies in the United States, as well as in the Brazils and Spanish America.

Library.—No additions of any moment have been made to the Library during the year, besides the ordinary serials, and a few volumes of observations presented to the Observatory.

Furniture—Building.—No additions of any kind have been made to the furniture, but it was found necessary to renew the greater part of the outside paint work of the Observatory building.

Staff.—The staff of overseers, consisting of Messrs. Walker, Menzies and Stewart, remains unaltered, and Mr. Davidson, as additional observer and computer, has been employed as in former years.

Accounts.—It will be seen by accompanying statement of the expenditure during the year, that owing to the extraordinary items of publishing the two meteorological volumes, amounting together to \$1,094.85, the expenditure has exceeded the parliamentary grant by \$482.66. But as the balance at the close of 1863 was \$1,334.82, there is now a balance of \$852.16 in favor of the Observatory, and available for future contingencies.

The above is respectfully submitted.

(Signed,)

G. T. KINGSTON.

29th December, 1864.

MAGNETIC OBSERVATORY, TORONTO.

EXPENDITURE in the year 1864.

	\$ cts.	\$ cts.
Salaries—		
Director	1360 00	
Three Observers, at \$480 each	1440 00	
Computer.....	480 00	
Messenger	240 00	
		3520 00
Allowance for fuel for three Observers and Messenger, at \$60 each.....		240 00
Instruments purchased or repaired.....		0 00
Stationery		45 27
Books		5 00
Photographic materials, exclusive of oil.....		5 68
Coal oil for photographic lamps and ordinary lights.....		53 09
Candles, soap, &c.....		17 65
Fuel—		
Cordwood.....	123 75	
Coals.....	23 25	
		147 00
Postage.....		5 34
Charges on parcels.....		44 68
Washing.....		12 00
Hardware.....		7 45
Lumber.....		6 50
Labour		0 40
Sweeping chimneys.....		1 70
Repairs and additions to buildings.....		46 89
Cleaning cesspools.....		25 00
Sundry small payments		4 16
Printing and binding 300 copies of Meteorological Abstract, from 1854 to 1859.....		627 35
do do do do 1860 to 1862.....		467 50
Total expenditure in the year 1864.....		\$5282 66

Dr. THE TRINITY HOUSE of Quebec in account current with Alexander Lemoine, Treasurer. *Cr.*

1865.		1866.	
June 30..	\$	June 30..	\$
To paid amount of the following abstracts, viz.:			
No. 1—Contingencies	3864 32	By balance from preceding year.....	2271 05
2—Harbour Office.....	2025 64	“ Oil account—received from C. Belleville, for oil drip-	
3—Buoys.....	1399 06	“ do received from A. J. Maxham & Co.,	280 43
4—Beacons.....	528 77	“ do proceeds of sale of do	82 95
5—Oil account.....	7775 62	“ Provision Depots—received from the master of the	
6—Quarantine.....	4 50	“ ship Harmony, for provisions used	
7—Provision Depots.....	1043 50	“ by him from the depot at the West	
8—Light Ship.....	4367 51	“ Point of Anticosti.....	91 25
9—Stores.....	216 28	“ do from W. Wainright, for do do	
10—Portnoet Light-house.....	432 32	“ do from the depots at S. W. Point, and	
11—Sto. Croix do.....	49 91	“ E. E. Anticosti.....	89 88
12—St. Antoine do.....	49 38	“ do from Jno. Blampfield, for provisions	
13—Belleville do.....	170 28	“ do from the depot at Forteau.....	68 20
14—Crane Island do.....	159 55	“ do from E. Pope, for do from the	
15—Pillar do.....	183 78	“ depot at S. W. Point of Anticosti...	37 00
16—Kamouraska do.....	596 07	“ do from Z. Dubamel, for do from the	
17—Pilgrims do.....	445 21	“ depot at E. E. Anticosti.....	9 00
18—Brandy Pois do.....	270 40	“ do from A. J. Maxham & Co., proceeds	
19—Red Island do.....	874 21	“ do of sale of old provisions.....	62 96
20—Green Island do.....	494 88	“ Letters of Credit from Hon. the Receiver General, viz.:	
21—Biguet do.....	446 82	1864—July.....	10000 00
22—Father Point do.....	240 33	“ do September.....	14000 00
23—Pointe des Monts do.....	263 72	“ do December.....	4000 00
24—Cape Rosiers do.....	210 07	“ do do.....	7000 00
25—W. P. Anticosti do.....	814 18	“ do 1865—March.....	14000 00
26—S. W. Pt. do.....	332 32	“ do June.....	2715 00
27—E. E. do.....	894 95	“ Miscellaneous Items—received from Allans, Rao & Co.,	
28—Forteau do.....	294 26	“ amount of expenses incurred for By-law appro-	
29—Belle Isle do.....	248 18	“ priating Young's wharf to ocean steamers.....	138 93
30—Gaspé Harbour.....	85 71	“ do received from keeper of Red Island L. H.,	
31—Salaries of Trinity House officers.....	9244 00	“ on account of price of an old boat.....	32 00
32—Salaries of Light-house keepers.....	11260 00		
33—Miscellaneous items.....	2934 04		
Balance of letter of credit cancelled this day.....	1698 85		
	\$53918 65		\$53918 65

Quebec, 30th June, 1865.

A. LEMOINE,
Treasurer.

E. E.

Examined and found correct.
JAMES GILLESPIE, Master.

Sworn to as being correct, at Quebec,
this 4th August, 1865.
ED. GLACKEMEYER, J. P.

STATEMENT of amount of Salary and Travelling expenses paid to County Judges, Junior and Deputy Judges, and Recorders in Upper Canada; also the amount of Fee Fund Moneys collected from the County Court, Surrogate Court, and Division Courts, and the amount of all Salaries or Allowances paid out of the Fee Fund to any other person or persons than the County Judge or Junior, during the period from 1st July, 1863, to 30th June, 1864.

COUNTIES.	No. of Divisions.	SALARIES.			AMOUNT OF FEE FUND COLLECTED.				Remarks.	
		Salaries.	Travelling Expenses.	Total.	County Court.	Surrogate.	Division.	Total.		* Salaries and Allowances to any other persons than the County Judges and Junior.
Brant.....	6	2600 00	200 00	2800 00	325 40	107 50	770 50	1202 90	190 00	Recorder. Deputy Judge from 14th to 18th March, 1864.
Carleton.....	7	2200 00	200 00	2400 00	594 95	1674 19	2364 14	254 50		
Elgin.....	5	2600 00	200 00	2800 00	115 70	64 50	509 82	600 02	150 90	Recorder.
Essex.....	7	1800 00	200 00	2000 00	101 00	34 50	431 47	586 97	187 74	
Frontenac, Lennox and Addington.....	12	2500 00	200 00	2700 00	758 65	146 50	2394 89	3300 04	365 82	
Grey.....	7	2600 00	200 00	2800 00	95 70	37 00	954 58	1087 28	189 99	Recorder.
Haldimand.....	6	1800 00	200 00	2000 00	65 10	47 60	510 89	666 89	166 89	
Halton.....	6	1800 00	200 00	2000 00	109 60	116 50	615 44	841 54	175 65	
Hastings.....	11	2600 00	200 00	2800 00	911 00	109 00	1410 50	2430 50	319 64	
Huron and Bruce.....	12	2400 00	200 00	2600 00	304 20	110 00	2431 54	2845 74	379 82	
Kent.....	6	2200 00	200 00	2400 00	166 65	48 50	675 57	800 72	171 57	
Lambton.....	8	1800 00	200 00	2000 00	208 80	29 00	526 40	755 20	187 02	
Lasark and Renfrew.....	11	2200 00	200 00	2400 00	236 20	57 00	1948 14	2241 34	308 97	
Leeds and Grenville.....	12	2600 00	200 00	2800 00	476 15	92 00	1938 40	2506 55	347 74	
Lincoln.....	7	2200 00	200 00	2400 00	321 55	56 50	958 83	1366 88	210 44	
Middlesex.....	8	2600 00	200 00	2800 00	460 90	152 00	1270 23	1883 13	310 23	
Norfolk.....	8	1800 00	200 00	2000 00	141 55	66 00	988 74	1196 29	220 90	Recorder. Junior Judge.
Northumberland and Durham.....	12	2600 00	200 00	2800 00	684 95	121 50	2750 93	3565 38	384 01	

* This includes all expenses of collecting, also the commission of 4 per cent. to the County Attorney, the fee to the Clerks of Courts for their returns, the providing of seals to the several Courts, &c.

STATEMENT of amount of Salary and Travelling Expenses paid to County Judges, Junior and Deputy Judges, and Recorders in Upper Canada.—Continued.

COUNTIES.	No. of Divisions.	SALARIES.			AMOUNT OF FEE FUND COLLECTED.					Remarks.							
		Salaries.		Travelling Expenses.	County Court.		Surrogate.	Division.			Total.						
		\$	c.	\$	c.	\$	c.	\$	c.		\$	c.					
Ontario.....	6	2600	00	200	00	273	65	120	50	2080	79	2474	94	\$	c.	243	69
Oxford.....	6	2600	00	200	00	186	80	100	00	1242	96	1520	76	\$	c.	192	56
Perth.....	6	2000	00	200	00	146	65	73	00	1290	06	1509	71	\$	c.	221	20
Peterborough.....	5	2200	00	200	00	240	00	30	50	875	96	1308	71	\$	c.	151	23
Prescott and Russell.....	8	2000	00	200	00	182	05	26	50	544	31	702	86	\$	c.	197	14
Prince Edward.....	8	1800	00	200	00	281	60	46	00	779	67	1107	27	\$	c.	223	49
Simcoe.....	8	2600	00	200	00	355	40	148	50	2420	27	2924	17	\$	c.	295	95
Stormont, Dundas and Glengarry.....	12	2600	00	200	00	719	07	32	00	1354	98	2106	05	\$	c.	377	14
Waterloo.....	6	1800	00	200	00	284	17	26	50	1465	52	1776	19	\$	c.	210	72
Welland.....	7	2600	00	200	00	218	30	115	50	893	72	1227	52	\$	c.	190	38
Wellington.....	5	1800	00	200	00	200	00	86	15	436	27	707	52	\$	c.	159	28
Wentworth.....	10	2600	00	200	00	398	60	139	50	2493	50	3031	60	\$	c.	342	94
York and Peel.....	8	2600	00	200	00	672	05	205	50	1640	20	2517	75	\$	c.	273	54
	12	1000	00	200	00	1000	00	522	10	4442	87	7302	47	\$	c.	483	75
		2600	00	2000	00	2800	00	2800	00	2800	00	2800	00	\$	c.	2800	00
		2800	00	6400	00	90375	00	3272	60	44751	14	60304	03	\$	c.	8093	98
Total.....	258	84175	00	6400	00	90375	00	12530	29	44751	14	60304	03	\$	c.	8093	98

* This includes all expenses of collecting, also the commission of 4 per cent. to the County Attorney, the fee to the Clerks of Courts for their returns, the providing of seats to the several Courts, &c.

Inspector General's Office,
Quebec, 14th February, 1865.

WM. DICKINSON,
D. I. G.

Recorder.
Junior Judge,
Recorder and Judge, 1st
Division.

ANNUAL REPORT
OF THE
NORMAL, MODEL, GRAMMAR
AND
COMMON SCHOOLS
IN UPPER CANADA,
FOR THE YEAR 1864,
WITH APPENDICES,
BY THE CHIEF SUPERINTENDENT OF EDUCATION.

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Printed by Order of the Legislative Assembly.  
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Quebec :

PRINTED BY HUNTER, ROSE & CO., 26, ST. URSULE STREET.
1865.



DEPARTMENT OF PUBLIC INSTRUCTION FOR UPPER CANADA.

No. 2859. S2.

EDUCATION OFFICE,

Toronto, 12th August, 1865.

SIR,—I have the honor to transmit herewith, to be laid before His Excellency the Governor General, my Report of the Normal, Model, Grammar and Common Schools of Upper Canada during the year 1864, including a statistical statement of other Educational Institutions, so far as I have been able to obtain information respecting them. To my report I have added an Appendix, which contains copious extracts from local reports, and various documents and papers illustrative of the means which have been employed to promote the improvement and extension of the Grammar and Common Schools throughout Upper Canada.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) E. RYERSON.

To Honorable William McDougall, M.P.P.,
Secretary of the Province, Quebec.

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ANNUAL REPORT

OF THE

Normal, Model, Grammar and Common Schools

OF UPPER CANADA,

FOR THE YEAR 1864.

PART I.—GENERAL REPORT.

To His Excellency the Right Honorable Viscount MONCK, Governor General, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY :

During the twenty years I have discharged the duties of my present office, I have never had more satisfaction than now, in presenting my annual report of the Normal, Model, Grammar and Common Schools in Upper Canada; for though the last year has been one of a series of years of depression from the failure of crops, and the derangement of trade and finance on account of the civil war in the United States, now happily terminated, there has been a larger increase in the receipts and expenditures for the support of schools than during any one of the preceding four years, and a corresponding progress in other respects.

THE COMMON SCHOOLS.

I. TABLE A.—RECEIPTS AND EXPENDITURES OF COMMON SCHOOL MONEYS.

Receipts.

1. The amount apportioned from the Legislative Grant for salaries of teachers in 1864, was \$168,225—increase, \$10,152.

2. The amount apportioned and paid from the Legislative Grant for the purchase of maps, apparatus, prize books and libraries, was \$8,827—decrease, \$27—the conditions always being that an equal sum be provided from local sources, so that the whole sum provided and expended under this head, was \$17,654.

3. The Legislative Grant is apportioned and paid to each Municipality upon the condition that such Municipality, provide, at least, an equal sum by local assessment; but such Municipality can provide as large an additional sum as it may think proper for the

education of the youth within its jurisdiction. The amount provided by Municipal Assessment in 1864 was \$304,382—increase, \$16,613, and \$136,157 in excess of the Legislative Grant.

4. The elected Trustees of each School Section have the same discretionary power as the elected Council of each Municipality, to provide by rate on property, means for the support of their schools. The amount thus provided by Trustees was \$659,380—increase \$27,625.

5. The presence or absence of *rate bills*, or monthly or quarterly fees imposed on pupils, in a school, makes the difference between a *rate bill* and a *free school*. In school sections, the rate payers at their annual, or at a special meeting, determine whether their school shall be free or not, and if not free, what shall be the amount of the rate-bill or fee, not to exceed twenty-five cents per month for each pupil. In cities, towns, and incorporated villages, the elected Boards of Trustees decide whether their school shall be free or not. Thus rate-bills decrease as free schools increase. The amount of rate bills imposed upon and collected from pupils during the year 1864, was \$59,636—decrease, \$13,043.

6. Amount received from other sources, especially the Clergy Reserve Fund, which many Municipalities have appropriated to school purposes, \$105,296—decrease, \$1,171.

7. Amount available from balances of 1863 (not paid at the end of year) \$178,438—increase, \$11,152.

8. Total receipts for Common School purposes in Upper Canada, in 1864, \$1,484,187—increase \$51,301.

Expenditures.

1. For salaries of teachers, \$996,956—increase, \$9,401.

2. For maps, apparatus, prizes and libraries, \$23,149—increase, \$2,374.

3. For school sites and building school houses, \$116,056—increase, \$9,418.

4. For rents and repairs of school houses, \$37,003—increase, \$2,135.

5. For school books, stationery, fuel and other expenses, \$112,151—increase, \$7,541.

6. Total expenditure for all Common School purposes for 1864, \$1,285,318—increase, \$30,871.

7. Balance of School moneys not paid at the end of year 1864, \$198,869—increase, \$20,430.

II. TABLE B.—SCHOOL POPULATION, PUPILS ATTENDING COMMON SCHOOLS, AND IN DIFFERENT BRANCHES OF INSTRUCTION.

The school law confers the equal right of attending the school upon all persons between the ages of 5 and 21 years, although an old Statute requires the legal returns of school population to include only children between the ages of 5 and 16 years.

1. The school *population* (including only children between 5 and 16 years of age) was 424,565—increase, 12,198.

2. The number of pupils in the schools between the ages of 5 and 16 years, was 350,925—increase, 11,108. The number of pupils of other ages, was 20,770—decrease, 221. The whole number of pupils attending the schools, was 371,695—increase, 10,887.

3. The number of *boys* attending the schools, was 198,024—increase, 5,034. The number of *girls* was 173,671—increase, 5,853. A larger number of boys than girls attend private schools. The number returned as *indigent* pupils, was 4,765—decrease, 158.

4. I refer to the table itself for the reported periods of the attendance of pupils at school, and the number in each of the several branches taught in the Common Schools, with the single exception of geometry, the table, as that of last year, shows a gratifying increase in all the higher branches.

5. The number of children reported as not attending any school, was 40,483—decrease, 4,492. The Local Superintendents state this return to be the mere opinion of Trustees in the several Sections, and not the result of careful inquiry; and that it rather indicates the number not attending the Common School. Making all reasonable allowances on this ground, yet judging from reports of Local Superintendents themselves, the number not attending any school must be considerable, such as to constitute a public blot, disgrace and danger, which every friend of the country and of humanity should endeavour, by all possible means, to remove. The number returned under the same head, of persons

between the ages of 4 and 21 years, in the State of New York, is stated by the General Superintendent in his last report to be 333,273.

III. TABLE C.—RELIGIOUS DENOMINATIONS, CERTIFICATES, ANNUAL SALARIES OF TEACHERS.

1. According to this table, there were 4,625 teachers employed in the Common Schools—*increase*, 121. Of these teachers, 3,011 are males—*decrease*, 83; and 1,614 are females—*increase*, 204. They are reported to be of the following religious persuasions: Church of England, 854—*increase*, 107; Church of Rome, 544—*increase*, 40; Presbyterians, 1,397—*increase*, 81; Methodists, 1,286—*decrease*, 27; Baptists, 227—*decrease*, 19; Congregationalists, 80—*increase*, 5; Lutherans, 17—*decrease*, 9; Quakers, 16—*decrease*, 4; Christians and Disciples, 32—*decrease* 2; reported as Protestants, 76—*decrease*, 5; Unitarians, 2—*increase*, 1; other persuasions, 17—*decrease*, 23; not reported 77—*decrease*, 24.

2. *Certificates*.—The number of teachers reported as employed in the schools holding first class Provincial or Normal School Certificates, was 216—*decrease*, 6; holding second class Normal School Certificates, 358—*increase*, 83; holding first class County Board Certificates, 1,396—*increase*, 133; holding second class County Board Certificates, 2,054—*decrease*, 58; holding third class County Board Certificates, 475—*decrease*, 18; unclassified, 124. The whole number of teachers holding certificates of qualification, was 4,499—*increase*, 134. The number of teachers who attended the Normal School without obtaining certificates, 64—*decrease*, 17.

3. The number of schools in which the teachers were changed during the year, 689—*decrease*, 98. Number of schools in which more than one teacher was employed, 187.

4. *Annual Salaries of Teachers*.—The highest salary paid, \$1,300; the highest salary paid to a teacher in a *County*, \$500; lowest salary paid, \$84; average salary of male teachers, without board, \$436; average salary of female teachers, without board, \$224.—In *cities* the highest salary paid to male teachers, was \$1,300; the lowest, \$275. The average salaries of male teachers, was \$542—of female teachers, \$280. In *towns* the highest salary of a male teacher was \$800—the lowest, \$200. The average salary of male teachers was \$470—of female teachers, \$236. In *villages* the highest salary of a male teacher, was \$534—the lowest, \$180. The average salary of male teachers, was \$465—of female teachers, \$206,—a small *increase*.

IV. TABLE D.—SCHOOLS, SCHOOL-HOUSES, SCHOOL VISITS, SCHOOL LECTURES, TIME OF KEEPING OPEN THE SCHOOLS.

Explanatory Remarks.—Each Township, by the Acts of its own Municipal Council, is divided into School Sections of from two to four miles square. Each of these sections is intended for one school—at most for two schools, one for boys and the other for girls, at the discretion of the Trustees and Local Superintendent—managed by a corporation of three Trustees, each of whom is elected once in three years, who have discretionary power to purchase, build and furnish school-houses, text-books and apparatus, and to buy and collect rates and rate-bills, employ teachers, &c. Each city, town and incorporated village, is one School Municipality, and though containing several schools, is under the direction of one Board of Trustees—two elected in each ward, each holding office two years. This Board is invested with large discretionary powers, to provide all needful means for the support of schools, to determine the number and kind of schools, and the manner of supporting them.

1. The whole number of school sections reported for 1864, was 4,307—*increase*, 34. The number of schools reported as *open*, was 4,225—*increase*, 92. The number of schools closed or not reported, 82—*decrease*, 58.

2. The number of *free* schools (as determined by the rate-payers in school sections at their annual school meetings), was 3,459—*increase*, 231. Thus out of 4,225 schools reported as open 3,459, or more than four-fifths of them have been made free by the rate-payers themselves, as the result of their own discussions, experience, observation and patriotism. The number of schools reported as partly free was 711—*decrease*, 123. The number of schools in which monthly rate-bills of twenty-five cents or less were imposed,

was only 55—decrease, 16. The Common Schools of Upper Canada may be regarded, with few exceptions, as free—made so, not by Act of Parliament, but by the annual votes of the rate payers themselves in their several school divisions.

3. *School-Houses.*—The whole number of school houses reported, was 4,246—increase, 73. Of these 529 are brick—increase, 28; of stone there are 366—increase, 31; of frame, 1,654—increase, 21; of log, 1,671—decrease, 4; not reported 26. The number of school-houses reported as built during the past year, is 126—increase over the number built the preceding year, 22. Of these 47 were brick—increase, 20; 13 were of stone—increase, 4; 55 were frame—increase, 12; 11 were log—decrease, 14. As to the *titles* of school premises, 3,677 are reported as freehold—increase, 131; 386 as *leased*—decrease, 50; 131 as *rented*—increase, 20; not reported, 52—decrease, 23.

4. *School Visits.*—By Local Superintendents, 9,992—increase, 295; by Clergymen, 7,077—increase, 759; by Municipal Councillors, 1,840—increase, 75; by Magistrates, 2,327—increase, 77; by Judges and Members of Parliament, 1,011—increase, 523; by School Trustees, 19,546—decrease, 500; by other persons, 26,390—decrease, 2,308. Total, 68,183—decrease, 1,099. It is thus seen that there has been an increase of visits to the Schools by Local Superintendents, by Clergymen, by Municipal Councillors, by Magistrates, by Judges and Members of Parliament; but a *decrease* of visits by “other persons,” and by Trustees—the very parties whose visits to the schools ought to be most increased.

5. *Public School Examinations.*—The number of Public School Examinations reported was 7,617—increase, 47. This is less than an average of two for each school, while the law requires every teacher to have, at the end of each quarter, a Public Examination of his school, of which he shall give due notice to the Trustees of the School, and to any school visitors who reside in or adjacent to such school section, and through the pupils to their parents and guardians.

6. *School Prizes.*—The number of schools in which prizes of books, &c., are reported as distributed for the reward and encouragement of meritorious pupils, was 1,260—increase, 47. A comprehensive catalogue of carefully selected prize books has been prepared and furnished by the Department to Trustees and Municipalities applying for them; and besides furnishing the books at cost prices, the Department adds one hundred per cent. to whatever amounts may be provided by Trustees and Municipal Councils to procure these prize-books for the encouragement of pupils in their schools. The influence this prize system has upon both pupils and teachers is most salutary, besides diffusing a large amount of entertaining and instructive reading.

7. *Recitations.*—The number of schools in which recitations of prose and poetry are practised, was 3,252—increase, 117; a very useful exercise which ought to be practised monthly in every school.

8. *School Lectures.*—The number of Educational Lectures delivered by Local Superintendents during the year 1864, was 2,926—increase, 111; by other persons 326—increase, 6. Total number of Educational Lectures delivered, 3,252—increase, 117.

9. *Time of Keeping open the Schools.*—The whole number of schools, the time of keeping open of which has been reported, is 4,102. The total number of months and days these schools have been kept open during the year, is 45,522 months—increase, 776 months and 26 days. The average time of keeping open the schools in *cities*, is 12 months; in *towns*, 11 months, 29 days; in *villages*, 11 months, 25 days; in counties or rural sections, 11 months. Total average time of keeping open the schools, 11 months, 23 days—increase, 4 days.

The average time of keeping open the schools during the year in the State of Massachusetts, according to the last report, was 8 months; in the State of Maine, 4 months and 20 days; in the State of New York—in *cities*, 10 months and 5 days, in rural sections, 7 months and 9 days; in the State of Pennsylvania, 5 months and 17 days; in the State of Ohio, 25 weeks and 1 day; in the State of Michigan, 6 weeks and 2 days.

The average time of keeping open the Schools in Upper Canada was formerly about the same as that stated in the neighbouring States. Then the annual Legislative Grant was distributed to each school section on the *basis of population*, upon the sole condition that the school should be kept open six months of the year; but by the School Act of 1850, while the apportionment to each Municipality was to be made as heretofore, upon basis of population, the sum thus apportioned to each Municipality was to be distributed to each

school section in it, not according to population, but according to the average attendance of pupils, and the length of time in keeping the school open, by a legally qualified teacher. Thus as the School Fund is designed to aid in educating youth, the distribution of it to each school section is made, not according to population, but according to the educational work done in it. This provision of the law, in connection with other influences of our school system, has nearly doubled the work done in the schools since 1850, in addition to their improved character and greater efficiency. The Superintendent of Public Instruction in the State of New York has shown, in his last annual report, that more than a million of dollars was virtually lost to the cause of education under the old system of distributing the School Fund to school districts or sections according to population, besides the loss arising from the irregular attendance of pupils and the short time of keeping open the schools; and the Superintendent adds,—“ This subject was more fully discussed in my report to the Legislature of last year. That Legislature, in view of its importance, provided, by law, that after the apportionment of the present school year, a part of the school moneys should be apportioned to the school districts (or sections) upon the basis of daily average attendance, thus making it the pecuniary interest of every tax-payer to induce the regular attendance of his own and his neighbour's children. I am gratified to be able to report that that simple provision of the law, which went into practical operation in October last, has largely increased the number of pupils, and the regularity of their attendance. It is believed that uniting with it in each district, the attractive power of a thoroughly qualified teacher, the numbers daily and cheerfully going to school would be still farther increased; and in view of an object of so much public importance, ought there not to be made a more liberal provision for a general supply of such teachers? ”

V. TABLE E.—TEXT BOOKS, MAPS, AND APPARATUS USED IN THE SCHOOLS.

On no subject have educationists, both in Europe and America, more perfectly agreed than on the importance of a uniform series of text books for the public schools, and the evils of a variety of text books—the inconvenience to teachers, the expense to parents, the impossibility of classifying pupils in a school, or of judging of the progress and efficiency of schools. These evils have, to a great extent been remedied in the cities and towns of the neighbouring States by the Board of Trustees in each such city or town adopting and providing, for a series of years, a uniform series of text books for the schools under their management; throughout the rural portions of the States the various publishers of school books, and their agents, have perpetuated the evil against the argumentations and efforts of successive Superintendents of Public Instruction, and the sentiments and remonstrances of enlightened educationists and experienced teachers. Interested book-makers and book publishers endeavoured to reverse the maxim that *the teacher makes the school*, by variously urging that *the text book makes the school*—overlooking and ignoring the fact that the text book is but a tool with which the teacher works or should work—not to work without the teacher or to supersede his working; and that he needs not, and cannot, without loss of advantage, use a variety of tools to do one and the same work—a variety of hammers, for example, to drive the same nail, or a variety of saws to cut the same board.

The paramount object of using a uniform series of text books in the schools has been nearly accomplished in Upper Canada, and that without coercion, by the recommendation of a superior class of books, and providing facilities for procuring them. The series of Irish National Text Books, having been prepared by experienced teachers, and revised by members (Protestant and Roman Catholic) of the National Board of Education, and every sentence omitted to which any member of the Board objected, was adopted by the Council of Public Instruction for Upper Canada.

Arrangements (open to all Canadian Booksellers) were made with the National Board for procuring them, and permission obtained to reprint them in Upper Canada. That permission was extended, by the Council of Public Instruction, to all publishers and printers in Canada who wished to avail themselves of it. In addition, therefore, to the original Dublin edition, successive rival editions of these works have been published in Canada; resulting in altogether superseding the imported books, and in rendering a uniform series of excellent text books, accessible, at unprecedentedly low prices, to every part of the country.

Readers.—According to the table, the use of these books is all but universal; the Readers are used in 4,102 schools—increase, 51 schools—out of the 4,225 schools reported. Yet more objections are made to the Readers, especially the Fourth and Fifth (the Fifth particularly) than to any other books of the National series.

Much diligence and acumen have been employed to discover any error in science or history, and much zeal to magnify it, as also any typographical errors, or variations in the different editions; and all this with a view to urge the introduction of some American book, whose publishers and agents hold out strong inducements to Trustees and their Local Superintendent to purchase and recommend it. By some the higher Readers are said to contain no matter adapted to teach the art of reading; nothing to interest the pupil, too much science to instruct them, which they have not time or inclination to study—in fact to be quite too large, and a sort of encyclopædia of general knowledge, designed for a people who have no newspapers or other publications for their instruction and entertainment, but not for a people like the Canadians, who have access to cheap newspapers and various publications of popular and useful knowledge. I have inserted in the Appendix, under the head of Extracts from Local Reports (County of Kent), one of the ablest, best considered, and I believe, disinterested arguments against these Readers. But to all this it may be briefly replied, that: 1. It is easy to take the negative side of any question, which can be done with little labour, or research; it is always easy to make objections, but not so easy to prescribe a remedy or provide a substitute free from objections, or less imperfect than that which is objected to. 2. No teacher is required or expected to teach everything contained in a reading book; he will select portions and subjects in regard to both reading and exposition and study, such as he considers to be best adapted to the capacities and attainments of his pupils, and the time which can be allowed them. To afford such option there must be some variety. 3. The defects which have been objected to in the Fifth Reader, in regard to history and natural philosophy, are remedied by other authorized text books on these subjects—Lovell's History of British North America, by Hodgins; and Lovell's Natural Philosophy, by Sangster. Certain defects of some parts of the Reader in regard to geography are also remedied by Lovell's Hodgins' Geography. 4. The National Readers have lost nothing of their prestige, either in Ireland, England or Scotland, in comparison with other series of Readers which have been published during the last ten years. 5. The Common Schools of Upper Canada, with the use of these text books, have confessedly made more progress during the last fifteen years, than the Common Schools of any State of the neighbouring Republic. 6. It would be lamentable to see introduced into this country, what State Superintendents or other educational writers have complained of as a nuisance and an evil in the States,—agents of booksellers inducing, by presents of books, Trustees and Teachers to change the text books in their schools, and introduce the text book of the publishers from whom, or whose agents, they had received the gratuity of a handsome present of some popular books. Attempts of the same kind have been made in Upper Canada, and in one or two instances with temporary success, but to the loss of parents and pupils, and the disadvantage of the schools. The public and the schools should be protected, as our system is intended to protect them, from such devices of individual speculation and avarice. 7. But while the National text books have conferred, and are conferring immense benefits upon the schools both in Canada and other British Provinces, as well as in Great Britain and Ireland, they can, no doubt, be improved, and especially in their adaptation to Canada. This, however, should not be done by the introduction of isolated American books, all of which (with scarcely an exception) are conceived in a spirit of jealousy and hostility to anything British,—so different from the School text books of any and every other country of which I have any knowledge. The work of revising the National text books, and adapting them to Canadian schools, has already been cautiously and successfully commenced, and accomplished in relation to Geography, History, Natural Philosophy, and Arithmetic. And these Canadian adaptations of the National text books are rapidly superseding, not only all others, but those for which they were intended as substitutes.

A Book to teach the Art of Reading.—It is also worthy of remark, that objections have been made to the National Readers (especially the Fourth and Fifth Readers) that they are not adapted to teach the art of reading. The objectors have entirely overlooked the fact, that a small book is provided in the series of National text books for the very

purpose of teaching the art of reading,—one of the most admirably adapted for the purpose that can be conceived, entitled, “*An introduction to the Art of Reading, with suitable Accentuation and Intonation*,” and sold for twenty-five cents. In the rules, selections, and typographical execution, this work leaves little to be desired on the subject.

Arithmetics.—On the adoption by our Legislature of the decimal currency in Canada it was felt that the National Arithmetics should be adapted to it. Mr. Lovell undertook their publication, and engaged Mr. J. H. Sangster, M.A. and M.D., Mathematical Master in the Normal School for Upper Canada, to prepare them. Mr. Sangster has compiled both a small and large Arithmetic, on the plan of the original National Arithmetics, but greatly improved in the estimation of the most competent judges, and illustrated by examples taken from Canadian statistics. These Canadian National Arithmetics were, in 1864, used in 3,009 schools—increase, 448 schools; while the original National Arithmetics were still used in 1,178 schools—decrease, 382 schools. Schools using other Arithmetics, 44—decrease, 27. Mr. Sangster has also compiled, and Mr. Lovell has published, an excellent elementary *Algebra*, thus supplying a desideratum in the text books authorized for the schools.

Geographies.—The want of a good Canadian Geography has been felt from the beginning; but no Canadian publishers would incur the expense and risk of publishing it, even if prepared.

The Geography of the National series (though authorized) was confessedly defective in information in regard to the Colonies, and especially Canada; and the American Geographies were defective and objectionable in various respects.

But Morse's American Geography was considered the best arranged and the least objectionable, and, therefore, to meet the necessity of our Schools, was permitted to be used in them, though it has been much, and, on some grounds, justly objected to. At length Mr. Lovell, with his usual enterprise, determined to undertake the expense and risk of publishing a Canadian Geography on the plan of Morse's, and J. G. Hodgins, M.A., LL.B., Deputy Superintendent of Education for Upper Canada, undertook its preparation. Mr. Hodgins spared no labor or expense, in consulting experienced teachers and availing himself of the best works and of rare private sources of information, and produced *Easy Lessons in Geography*, for young pupils, and a *General Geography*, containing 51 maps and many illustrations, and an immense deal of general information, admirably arranged both for teachers and pupils. Both of these Geographies are published in Canada, on paper of Canadian manufacture, and at an outlay of upwards of \$10,000; yet the smaller Geography is sold *at retail* at the small price of forty-five cents per copy; and the large one is sold at retail at the extremely low price of seventy cents per copy. These are the only Geographies printed in Canada, and on paper of Canadian manufacture; and are the only Geographies (except that of the National series)—which are sanctioned and recommended by the Council of Public Instruction for the use of schools in Upper Canada—the Council having withdrawn the permission to use Morse's Geography in the schools.

Mr. Lovell has also supplied another deeply felt want in our school text books, by publishing a *School History of British North America*, prepared by Mr. Hodgins with great judgment and labor, and which has also received the cordial recommendation of the Council of Public Instruction. I may add that the writers of the Canadian Arithmetics, Geographies and Histories, have no personal interest in their sale—they having prepared them at the request of the publisher, and on the recommendation of the Chief Superintendent, to meet the wants of our schools.

Maps, Globes, Apparatus, &c.—The number of schools reported as using Maps is 3,187—increase, 114. The whole number of maps in the schools 23,959—increase, 858; the number of globes, 1,084—increase, 20; Black-boards, 3,706—decrease, 6; Sets of Apparatus, 287—increase, 54; tablet lessons, 1,110—increase, 22; magic lanterns, 54—increase, 7; School Museums of Natural History, 43—increase, 15.

VI. TABLE F.—ROMAN CATHOLIC SEPARATE SCHOOLS.

1. Number of Schools reported, 147—increase, 27.

Receipts, 2.—Amount of Legislative School Grant apportioned to Separate Schools, according to average attendance as compared with that of the Common Schools in the same Municipality, was \$8,794—increase, \$718; amount apportioned for the purchase of Maps, Apparatus, Prizes and Libraries, \$188—increase, \$84.

3. Amount received from local self-imposed rates by supporters of Separate Schools, was \$20,501—increase, \$6,555; amount of subscriptions by supporters of Separate Schools and from other sources, \$12,666—increase, \$982. Total amount received from all sources for the support of Separate Schools, \$42,150—increase, \$8,341.

Expenditures. 1.—For payment of teachers, \$30,979—increase, \$5,539. 2. For Maps, Apparatus, Prizes and Libraries, \$673—increase, \$307. 3. For other purposes, \$10,496—increase, \$2,494.

4. *Pupils.*—Number of pupils reported in the Separate Schools, 17,365—increase, 1,506.

5. Length of time the School is kept open, 11 months.

6. *Teachers.*—The whole number reported as employed in the Separate Schools, was 190—increase, 19; males, 83—increase, 5; females, 107—increase, 14; religious orders, male, 22—increase, 8; female, 42—increase, 4.

7. The same table shows the subjects taught in the Schools and the number of pupils taught in each subject. The number of schools opened and closed with prayers, 107—increase, 21; in which the Bible is read, 44—increase, 15. The number of schools using maps, 83—increase, 6; number of maps used in the schools, 496—increase, 54.

GRAMMAR SCHOOLS.

VII. TABLE G.—NUMBER OF SCHOOLS, RECEIPTS, EXPENDITURES, PUPILS.

1. The whole number of Schools reported is 95. No increase in the number of Grammar Schools entitled to share in the Legislative Grant, although several new ones were established in the course of the year, as will appear in my next report.

2. *The Amount of the Legislative Grant and Fund* apportioned and paid for salaries of masters and teachers, was \$44,945—increase, \$1,422.* This increase of the grant and fund has only contributed to afford additional aid to existing schools for one year, as the several County Councils have been induced by local influences to establish additional feeble and next to useless Grammar Schools the moment it was perceived that the increased grant enabled them to do so. The result is, that increased aid obtained for Grammar Schools will not advance, as was intended, the character and efficiency of the Grammar Schools; but will only multiply the number of feeble schools—Grammar Schools in name, but little more than Common Schools (and some poor ones too) in reality. It is to be hoped the law will be so amended as to prevent the increase of this evil. The improved Regulations, confining Grammar Schools to their legitimate work and preventing them from doing ordinary Common-School work, to the injury of the Common Schools, will also do much towards preventing the mis-application of the Grammar School Fund, and elevating the character of the Grammar Schools.

3. The amount of the Legislative Grant apportioned (on condition of an equal sum being provided from local sources) for the purchase of maps, apparatus, prizes, and libraries, was \$659—decrease, \$92.

4. *The Amount received from Local Sources.*—From Municipal Grants, \$15,913—increase, \$277. From Fees, \$19,353—decrease, \$1,109. From Balances of the previous year and other sources, \$9,974—increase, \$1,188. *Total receipts* for Grammar School purposes, \$90,845—increase, \$1,685—only \$263 more than the increase of the Legislative Grant.

5. *Expenditures.*—For Masters and Teachers' Salaries, \$73,258—decrease, \$2,863. The increase of the Legislative Grant has not, therefore, added to the Masters and Teachers' salaries. For building, rent, and repairs, \$6,139—increase, \$2,669; for maps, apparatus, prizes, and libraries, \$1,599—decrease, \$226; fuel, books and contingencies, \$4,817—increase, \$325. *Total expenditure* for Grammar School purposes, \$85,816—decrease, \$94. Balance not collected and paid at the end of the year, \$5,029—increase, \$1,730.

6. *Pupils.*—The number of pupils attending the schools during the year 1864, was 5,589—increase, 237; the number of pupils whose parents reside in the city, town, or vil-

* This increase is in addition to a sum of \$2,806 paid to the Grammar Schools in December, 1863, and included in the Table for that year.

lage in which the Grammar School is situated, 4,190—increase, 177; number of pupils whose parents reside in the county, but not in the city, town, or village of the Grammar School, 1,083—increase, 37; number of pupils whose parents reside in other counties than that of the Grammar School, 316—increase, 23. Number of pupils reported in prescribed Grammar School subjects, 5,053—increase, 267; number of new pupils admitted during the year, 2,484—increase, 502; number of these pupils who had passed the entrance examination, 2,165—increase, 447. Number of pupils admitted from the Common Schools, freely by scholarships, 344—increase, 129. The same table shows by whom these scholarships were established, and the fees, per term, in each Grammar School.

VIII. TABLE H.

This table relates to the Meteorological Observatories required by law to be kept by the Master of each Senior County Grammar School, and requires no other remarks than those connected with the table itself.

IX. TABLE I.—NUMBER OF PUPILS IN THE SEVERAL SUBJECTS TAUGHT IN THE GRAMMAR SCHOOLS.

This table shows the number of pupils in each of the several subjects taught in the Grammar Schools,—English, Latin, Greek, French, Mathematics, Geography (several divisions), Writing, Book-keeping, Drawing, and Vocal Music. For minute statistical details of the work done in these subjects, the table is referred to. In the different branches of English, there were 5,425—increase, 229; in Latin, 2,825—increase, 124; in Greek, only 726—increase, 15; in French, 1,729—increase, 119; in Arithmetic, 5,387—increase, 298; in Algebra, 2,503—increase, 11; in Euclid, 1,765—increase, 1; in Geography, 4,963—increase, 225; in History, 4,649—increase, 453; in Physical Science, 2,911—increase, 247; in Writing, 4,786—increase, 191; in Book-keeping, 1,248—increase, 103; in Drawing, 675—increase, 201; in Vocal Music, 902—increase, 345; in Elements of Political Economy, 670—decrease, 278. Schools in which the Bible is read, 68—increase, 5.

X. TABLE K.—MASTERS OF GRAMMAR SCHOOLS—MISCELLANEOUS INFORMATION.

This table contains the return of the name, the college, degree, and religious persuasion of each Head Master of a Grammar School, the date of his appointment, the number of pupils who have been matriculated in any University, or passed the Law Society, length of time each school is kept open, how furnished, number of Grammar Schools in which prizes are given, in which gymnastics are taught, which are in union with Common Schools, &c., &c.

THE NORMAL AND MODEL SCHOOLS.

XI. TABLE L.—OPERATIONS OF THE SCHOOLS DURING THE YEAR 1864.

This table presents a condensed statistical view of the operations, from the beginning of these important institutions, designed to train teachers, both theoretically and practically, for the great work of conducting the schools of the country. As, besides the preliminary education, persons are specially educated, or trained to a trade or profession, and no one thinks of working as a mechanic, or practising as a physician or lawyer, without a professional training, as well as a previous preparatory education, so the training of teachers for the profession of teaching, in addition to the previous preparatory education, is now considered a necessity in all civilized countries, and, as such, is provided for. Most of the Normal Schools, both in Europe and America, provide for the greater part of the preliminary education, as well as the special professional training of teachers. This is attended with great additional public expense. But the Normal School of Upper Canada is not intended to do what can be done in other schools throughout the country, but confines itself

as exclusively as possible to the *special work of training teachers to teach*. No inducements are held out to any one to apply for admission to it, except those who wish to qualify themselves for the profession of teaching. None are admitted without passing an entrance examination equal to what is required for an ordinary second class County Board Teacher's Certificate; nor is any one admitted except upon the declaration, in writing, that he (or she) intends to pursue the profession of a teacher, and that his (or her) object in coming to the Normal School is to qualify himself (or herself) better for the profession—the same declaration as is required of candidates for admission to the Normal Schools of the neighboring States. The Model Schools (one for boys, the other for girls, each limited to 150 pupils, paying 25 cents a week each, while the city scholars are free) are appendages to the Normal School. The teachers in training in the Normal School, divided into classes, spend some time each week in these Model Schools, where they not only observe how a school, teaching Common School subjects, should be organized and managed, and how the several subjects are taught, but at length teach themselves, as assistants, under the observation and instruction of the regularly trained teachers of the school.

The year, in the Normal School, is divided into two sessions of five months each—the one beginning the 8th of January and ending the 15th of June; the other beginning the 8th of August and ending the 2nd of December. The number of *applications* for admission during the former session of 1864, was 171—78 males, 93 females. The number *admitted* was 156—73 males, 83 females; the rest of the applicants not being found qualified to pass the entrance examination. The number of applications for admission at the latter session, was 172—77 males, 95 females; of these 160 were admitted—70 males, 90 females; the rest failing to obtain admission for want of the requisite qualifications. Of the 156 admitted the first session of the year, 84 had been teachers—49 males, 35 females. Of the 160 admitted the second session, 61 had been teachers—39 males, 22 females. The whole number of applications for admission to the Normal School from the beginning in 1847, is 4,825, of whom 4,297 have been admitted. Of these, 2,231 had been teachers before attending the Normal School.

XII. TABLE M.—OTHER EDUCATIONAL INSTITUTIONS IN UPPER CANADA.

The Common and Grammar Schools constitute only a part of the educational agencies of the country. The private schools, academies and colleges must be considered, as well as the Common and Grammar Schools, in order to form a correct idea of the state of education in the country. The table is omitted containing the names of the cities, towns and villages, and the number of these institutions in each. I here give the abstract of it. In Table M. the number of Colleges reported in Upper Canada is 16, attended by 1,820 students; reported income from Legislative aid, \$150,000, from fees, \$44,000. The number of academies and private schools reported is 255; number of pupils reported as attending them, 5,818; number of teachers employed in them, 376; amount received from fees, \$48,771. Total amount of colleges, academies and private schools, 271—decrease, 85; total number of students and pupils attending them, 7,638; total income from public sources and fees, \$242,771.

XIII. TABLE N.—FREE PUBLIC LIBRARIES SUPPLIED BY THE EDUCATIONAL DEPARTMENT—SUNDAY SCHOOL AND OTHER PUBLIC LIBRARIES.

1. It may be proper to repeat, that the system of Free Public Libraries is as follows: A carefully classified catalogue of about four thousand works (which after examination, have been approved by the Council of Public Instruction), is sent to the Trustees of each school section, and the Council of each Municipality. From this catalogue the municipal or school authorities, desirous of establishing or improving a library, select such books as they think proper, and receive from the Department the books desired (as far as they are in stock or in print), at cost prices, with an apportionment of one hundred per cent. upon whatever sum or sums they provide for the purchase of such books. The libraries are managed by the local Councils and Trustees, according to general regulations established according to law, by the Council of Public Instruction.

2. Since the severe commercial depression through which the country has passed, the

annual demand for library books has been less than during previous years, while the demand for prize books in the schools (supplied upon the same terms as the library books) has largely increased. The amount provided for libraries during the year (the one-half from local sources, the other by the Department), was \$1,930 94—decrease, \$923 23; and the number of volumes sent out, was 3,361. The whole number of libraries established is 897. The total value of library books sent out is \$112,873 57—increase during the year, \$1,930 94. The whole number of volumes sent out is 208,483—increase during the year 3,361. They are on the following subjects: History, 36,316; Zoology and Physiology, 14,121; Botany, 2,597; Phenomena, 5,593; Physical Science, 4,357; Geology, 1,867; Natural Philosophy and Manufactures, 12,001; Chemistry, 1,446; Agricultural Chemistry, 756; Practical Agriculture, 8,620; Literature, 20,348; Travels and Voyages, 16,406; Biography, 23,762; Tales and Sketches of Practical Life, 57,767; Teachers' Library, 2,516. To these may be added the Prize Books, 165,847 volumes—making a total of 374,330 volumes. Volumes sent to Mechanics' Institutes, not included in the above, 7,677—making a grand total of books sent out from the Department to December 31st, 1864, of 382,007 volumes.

3. The number of Sunday School libraries reported, is 2,068—increase, 48; the number of volumes in these libraries reported, is 317,417—increase, 3,233; the number of other public libraries reported, is 379—increase, 2; containing 172,605 volumes. Total of free school and other public libraries in Upper Canada, 3,344—increase, 396; containing 698,505 volumes—increase, 6,702.

XIV. TABLE O.

The amount expended in the purchase of MAPS, APPARATUS AND PRIZE BOOKS for schools, the one-half provided from local sources, was \$17,260—increase, \$1,370. All the applications are voluntarily made by local parties, in transmitting one-half of the amount required for the purchase of the articles. The number of maps of the world supplied, in 1864, 157—increase, 48; of Europe, 224—increase, 52; of Asia, 187—increase, 63; of Africa, 181—increase, 64; of America, 193—increase, 53; of British North America and Canada, 234—increase, 57; of Great Britain and Ireland, 183—increase, 45; of Single Hemispheres, 134—increase, 25; Classical and Scripture Maps, 239—increase, 106; other Maps and Charts, 366—increase 160; Globes, 103; sets of apparatus, 46; other school apparatus (pieces) 323; historical and other lessons in sheets, 10,206; volumes of prize books, 33,381.

Operations of this Branch of the Department during ten years.—I will here give a summary tabular view of what has been done in this branch of the Department during the last ten years.

RECAPITULATION.

	Local Contributions.		Moncys.		Total.	Maps of								Apparatus.			Object Lessons.	Price Bks.		
	\$	cts.	\$	cts.		World.	Europe.	Asia.	Africa.	America.	B. N. Am. and Canada.	Great Britain and Ireland.	Single Hemispheres.	Classical and Scriptural.	Other Maps and Charts.	Globes.			Sets of App.	Other School App. (pieces)	Historical and other Lessons (in sheets).	Number of Volumes.
Total for 1855.....	2227 76½		2327 26½		4655 33	135	142	108	94	100	116	95	41	467	48	546	7690			
1856.....	4060 43½		4600 43½		8660 87	136	266	201	185	222	277	196	78	192	103	1540	13300			
1857.....	9059 14		9059 14		18118 28	245	437	353	315	376	421	515	405	330	261	2724	25831		2557	
1858.....	5905 14		5905 14		11810 28	131	227	203	177	203	284	260	150	143	139	2024	12350		8045	
1859.....	5952 51		5952 51		11905 02	204	261	224	189	252	223	263	173	284	135	1164	9418		12089	
1860.....	8416 08½		8416 08½		16832 17	218	324	260	259	250	296	401	219	167	188	1946	12740		20194	
1861.....	8125 57		8125 57		16251 14	156	283	228	214	244	201	357	150	192	169	1339	9268		26931	
1862.....	8096 89		8096 89		16193 78	154	215	195	174	180	184	245	138	317	135	200	8555		20780	
1863.....	7945 03		7945 03		15880 06	109	172	124	117	140	177	138	109	133	106	36	1067		32990	
1864.....	8630 14		8630 14		17260 28	157	224	187	181	193	284	183	134	239	103	46	323		33381	
Grand Total for ten years	69118 70½		69118 70½		138237 41	1645	2561	2083	1906	2204	2363	2653	1722	1659	1367	82	11972		114338	165847

I think it proper, at the same time, to repeat the following explanatory observations:—

“The maps, globes, and various articles of school apparatus sent out by the Department, apportioning one hundred per cent. upon whatever sum or sums are provided from local sources, are nearly all manufactured in Canada, and are better executed, and at lower prices, than imported articles of the same kind. The globes and maps manufactured (even in the material) in Canada, contain the latest discoveries of voyagers and travellers, and are executed in the best manner, as are tellurians, mechanical powers, numeral frames, geometrical forms, &c. All this has been done by employing competitive private skill and enterprise. The Department has furnished the manufacturers with the copies and models, purchasing certain quantities of the articles when manufactured, at stipulated prices, then permitting and encouraging them to manufacture and dispose of these articles themselves to any private parties desiring them, as the Department supplies them only to municipal and school authorities. In this way new domestic manufactures are introduced, and mechanical and artistical skill and enterprise are encouraged, and many aids to schools and domestic instruction, heretofore unknown among us, or only attainable in particular cases with difficulty, and at great expense, are now easily and cheaply accessible to private families as well as to municipal and school authorities all over the country. It is also worthy of remark that this important branch of the Educational Department is self-supporting. All the expenses of it are reckoned in the cost of the articles and books procured, so that it does not cost either the public revenue or school fund a penny beyond what is apportioned to the municipalities and school sections providing a like sum or sums for the purchase of books, maps, globes, and various articles of school apparatus. I know of no other instance, in either the United States or in Europe, of a branch of a Public Department of this kind, conferring so great a benefit upon the public, and without adding to further expense.”

XV. TABLE P.—THE SUPERANNUATED OR WORN-OUT TEACHERS.

Table P. gives the age and services of each pensioner, and the amount of the pittance which he receives; 217 teachers have been admitted to receive aid from this fund. Of these, 48 have died before or during 1864; 7 were not heard from, 3 resumed teaching, and 1 withdrew from the fund.

2. The system, according to which aid is given to worn-out Common School teachers, is as follows:—The Legislature has appropriated \$4,000 per annum in aid of superannuated or worn-out Common School teachers. The allowance cannot exceed \$6 for each year that the recipient has taught a Common School in Upper Canada. Each recipient must pay a subscription to the fund of \$4 for the current year, and \$5 for each year since 1854, if he has not paid his \$4 from year to year; nor can any teacher share in the fund unless he pays annually at that rate, commencing from the time of his beginning to teach, or with 1854 (when the system was established) if he began to teach before that time. If a teacher has not paid his subscription annually, he must pay at the rate of \$5 per annum for past time, in order to be entitled to share in the fund when worn out.

3. The average age of each pensioner, in 1864, was 68 years; the length of service was 21½ years. No time is allowed any applicant except that which he has employed in teaching a Common School in Upper Canada; though his having taught school many years in England, Ireland, Scotland, or the other British Provinces, has induced the Council to admit him to the list of *worn-out* Common School teachers after teaching only a few years in Upper Canada—which would not be done had the candidate taught, altogether only a short period of his life. Previous reports contain the names of the parties on whose testimony the application has, in each instance, been granted, together with the county of his residence. That part of the table is omitted.

XVI. TABLE Q.—DISTRIBUTION OF THE LEGISLATIVE GRANT, TOGETHER WITH THE SUMS RAISED AS AN EQUIVALENT, AND OTHER MONEYS PROVIDED BY MUNICIPALITIES AND TRUSTEES.

This table presents a complete view of all the moneys which have been received and expended (and from what source derived) in connection with the Normal, Model, Gram-

mar and Common Schools in Upper Canada. It may be here seen at a glance that this money has not been expended in any favored localities, but has been expended in counties, cities, towns and villages, according to population, and upon the principles of co-operation, in all cases, and according to the extent of it in providing libraries and all school requisites. The people of Upper Canada provided and expended for Grammar and Common School purposes, in 1864, \$1,598,106. For details, see the table.

XVII. TABLE R.—EDUCATIONAL SUMMARY FOR 1864.

This table exhibits, in a single page, the number of Educational Institutions of every kind (as far as we have been able to obtain returns), the number of students and pupils attending them, and the amount expended in their support. The whole number of Educational institutions of every kind was 4,595. The whole number of students and pupils attending them was 385,722. The total amount expended in their support was \$1,636,979. Balances, but not expended, at the end of the year, \$203,898. Total amount available for educational purposes in 1864, was \$1,840,878.

XVIII. TABLE S.—GENERAL STATISTICAL ABSTRACT OF THE PROGRESS OF EDUCATION IN UPPER CANADA, FROM 1842 TO 1864, INCLUSIVE.

By reference to this brief but important table, the progress of education in Upper Canada can be ascertained, in any year or series of years, since 1841, as far as I have been able to obtain returns. Take the last ten years as an illustration, and a few items out of these contained in the table. In 1854, the population of Upper Canada, between the ages of 5 and 16 years, was 277,912; in 1864, it was 424,565. In 1854, the number of Grammar Schools was 64; in 1864, it was 95. In 1854, the number of pupils attending the Grammar Schools was 4,287; in 1864, it was 5,589. In 1854, the number of Common Schools was 3,200; in 1864, it was 4,077. In 1854, the number of *Free* Schools reported, was 1,117; in 1864, it was 3,459. In 1854, the number of pupils attending the Common Schools was 204,168; in 1864, it was 354,330. In 1854, the amount provided and expended for Common School purposes, was \$754,340; in 1864, it was \$1,285,318. I refer to the table for various other details.

XIX. THE EDUCATIONAL MUSEUM.

Nothing is more important than that an establishment designed especially to be the institution of the people at large—to provide for them teachers, apparatus, libraries, and every possible agency of instruction—should, in all its parts and appendages, be such as the people can contemplate with respect and satisfaction, and visit with pleasure and profit. While the schools have been established, and are so conducted as to leave nothing to be desired in regard to their character and efficiency, the accompanying agencies for the agreeable and substantial improvement of all classes of students and pupils, and for the useful entertainment of numerous visitors from various parts of the country, as well as many from abroad, have been rendered as attractive and complete as the limited means furnished would permit. Such are the objects of the Educational Museum.

The Educational Museum is founded after the example of what has been done by the Imperial Government as part of the system of popular education—regarding the indirect as scarcely secondary to the direct means of forming the taste and character of the people.

It consists of a collection of school apparatus for Common and Grammar Schools, of models of agricultural and other implements, of specimens of the natural history of the country, castes of antique and modern statues and busts, &c., selected from the principal museums in Europe, including busts of some of the most celebrated characters in English and French history; also, copies of some of the works of the great masters of the Dutch, Flemish, Spanish, and especially of the Italian schools of painting. These objects of art are labelled for the information of those who are not familiar with the originals, but a descriptive historical catalogue of them is in course of preparation. In the evidence given before the Select Committee of the British House of Commons, it is justly stated "that the object of a National Gallery is to improve the public taste, and afford a more refined description of enjoyment to the mass of the people;" and the opinion is, at the same time, strongly expressed that as "people of taste going to Italy constantly bring home

beautiful modern copies of beautiful originals," it is desired, even in England, that those who have not the opportunity or means of travelling abroad, should be enabled to see, in the form of an accurate copy, some of the celebrated works of Raffaëlle and other great masters; an object no less desirable in Canada than in England. What has been thus far done in this branch of public instruction, is in part the result of a small annual sum which, by the liberality of the Legislature, has been placed at the disposal of the Chief Superintendent of Education, out of the Upper Canada share of the school grants, for the purpose of improving school architecture and appliances, and to promote art, science and literature by means of models, objects and publications, collected in a museum connected with the Department.

The more extensive Educational Museum at South Kensington, London, established at great expense by the Committee of Her Majesty's Privy Council of Education, appears, from successive reports, to be exerting very salutary influence, while the school of Art connected with it is imparting instruction to hundreds, in drawing, painting, modelling, &c.

A large portion of the contents of our museum has been procured with a view to the School of Art, which has not yet been established, though the preparations for it are completed. But the museum has been found a valuable auxiliary to the schools; the number of visitors from all parts of the country, as well as from abroad, has greatly increased during the year, though considerable before; many have repeated their visits again and again; and, I believe, the influence of the museum quite corresponds with what is said of that of the Educational Museum of London.

XX. REPORTS OF THE LOCAL SUPERINTENDENTS OF COMMON SCHOOLS, AND OF THE INSPECTOR OF GRAMMAR SCHOOLS.

Practical Remarks.

1.—*Value of these extracts.*—I refer to Appendix A for extracts from reports of Local Superintendents of townships, cities, towns and incorporated villages—a most important and essential part of my report—as containing a practical exposition of the actual working of the school system, in nearly five hundred municipalities in Upper Canada. The Local Superintendents, in many townships, and in several villages, towns, cities, and even counties, have made no remarks in transmitting their statistical reports. It may, however, be fairly assumed that what is stated in the extracts given, is applicable to all the municipalities. The value attached to the Local Reports, in the oldest and most advanced of the neighbouring States, may be inferred from the fact that more than one half of the Annual School Reports of the States of Massachusetts and New York consist of extracts from local reports.

2.—*These extracts show the inner life and practical working of the School System.*—These extracts from local reports, which I have given impartially, as is clear from the diversity of sentiment, contain the language and sentiments of persons appointed and paid by the local elected and Municipal Corporations, and state from personal observation and experience, the working of the school system, its obstacles and defects, and the views and feelings which more or less prevail among the people in the various sections of the Province. These extracts exhibit the inner and practical life of the people in several respects, especially in new settlements, as well as that of the school system; the various hindrances to its operations, from newness of settlements and poverty in some instances, from ignorance and indifference in others; the noble way in which people exert themselves, generally, to educate their children. The different working and results of the same system, and of the same measure in the different townships, cities, towns and villages, show how far the obstacles to its progress arise from any defects in the system itself, or from the disposition, intelligence, or circumstances of the people, and of their elected trustees. These extracts also illustrate the local voluntary character of the school system, which, like the municipal system, is a power and agency given to the people to manage their own affairs in their own way, doing or spending much or little for the education of their children as they please, while the Educational Department is an aid to prompt and facilitate their exertions, and a special help to those who endeavor to help themselves in the great work which lies at the foundation of the country's freedom and progress.

3. In addition to the foregoing considerations, these extracts from local reports present several other important facts connected with the operations of the school system.

First.—Importance and Office of County Boards.—Progress—Third Class Certificates should be limited and given only in extreme cases.—They exhibit a very gratifying improvement in the mode in which County Boards of Public Instruction conduct the examination of teachers and give them certificates of qualifications. It is essential to the elevation of both the teacher and the schools, that there should be the highest possible standard of the qualifications of teachers, and that depends on the County and Circuit Boards of Public Instruction. If they are lax in their examinations of teachers, in the subjects of the official programme, and then give certificates of qualifications to teachers who pass any sort of examination, they send forth into their respective counties with their endorsement, teachers unfit to take charge of their schools, unable to teach many of the more advanced pupils in the recognized subjects of a common school education; they thus wrong individuals who are taxed for the support of the schools, degrade the office of the teacher, and bring a really unqualified teacher into competition with one well qualified, to his injury and to the great injury of the schools themselves. If, on the contrary, the County or Circuit Boards are thorough in their examinations, and will give a certificate of qualifications to no teacher who does not come up fully to the prescribed standard, and will not give a third-class certificate to any teacher, except from one board meeting to another, and only for one school, and that only on the application of the Trustees of such section, satisfying the Board of their inability to employ a teacher of higher qualifications—if County and Circuit Boards will thus act intelligently and patriotically for their respective sections of country, the office of teacher will become more and more elevated, its ranks will be pruned of incompetent and unworthy members, and the efficiency of the schools will be proportionably promoted. No programme of examination, however high, can elevate the character and qualifications of teachers, without the intelligent and cordial agency of the County and Circuit Boards of Public Instruction. They are the practical guardians of the schools, so far as the character and qualifications of teachers are concerned. It is a maxim founded on experience that the teacher makes the school, and it is the County and Circuit Board that (legally) make the teacher. I earnestly hope the County Boards will advance in the noble cause which so many of them seem to have pursued during the last year, and the schools will soon be freed from the nuisance of an incompetent teacher, who often obtains a second or third class certificate through the laxity of some County or Circuit Board, and then sneaks from one school section to another endeavoring to supplant some really competent and efficient teacher, by offering to teach at a lower salary; and when such a *supplanter* meets with trustees as mean as himself, a really worthy teacher is removed to make way for an unworthy one, to the great wrong of the more advanced pupils and their parents, and to the great injury of the school. Such a teacher is unreasonably dear at the lowest price; and if any corporation of trustees can yet be found to sacrifice the interest of the children committed to their trusteeship by employing such a teacher, it is to be hoped that no County or Circuit Board of Public Instruction will put it in their power to do so by again licensing such a person at all as a teacher.

Second.—Evils of Rate-bills.—It is not possible for any person to read these extracts from local reports, without being impressed with the serious loss to the school, and many children of any section, by the continuance or re-establishment of a rate-bill. Whatever may be the reader's views on the abstract question of free and rate-bill schools, the perusal of these extracts from local reports must convince him that the free school has immensely the advantage of the rate-bill school; that whatever other means may be employed to secure the education of all the youth of the land, the free school is one absolutely essential means to accomplish that all-important end.

Third.—Evils of employing cheap Teachers.—These extracts illustrate the evil of employing what are mis-called *cheap teachers*. It is well known that one horse at a cost of one hundred dollars, is cheaper than one at fifty dollars—that one clerk at a salary of five hundred dollars is cheaper than one at two hundred and fifty dollars—that one coat at ten dollars is cheaper than another at five; so it is with teachers, one teacher at a salary of from five to eight hundred dollars is often cheaper than another at half that salary, by teaching children *how* to learn as well as *what* to learn; by aiding them to form proper habits as well as to make rapid progress. Yet many trustees are so deluded by a narrow-minded selfishness, that they act differently in the employment of teachers from what they

do in the employment of clerks or even labourers, or in the purchase of common articles of use—they sell the priceless time and habits of children, not to say their principles and the social interest of their neighborhood, for the sake of a few dollars in the salary of the teacher. In an American School Report it is justly observed: “We have learned to distrust cheap things, as likely to prove most costly in the end. Contractors for cheap clothing have earned and received the just maledictions of the Government, while no man probably feels himself the richer for the service of this class of operators in the market. Cheap literature and cheap ornaments are enormously expensive at any price; but of all things, we believe cheap teachers—cheap as to their attainments and qualifications for the duties of the schoolroom—are the most expensive luxury with which parents ever indulged their children. We would not deny that the merits of a teacher are not to be measured by his salary. Moreover we do not forget that the most accomplished and successful teacher was once a beginner, laboring as faithfully for the improvement of his pupils as he now does with five or ten times the amount of his former salary. But this is no reason why we should adopt a system that makes the small sum at which a teacher can be had, his chief recommendation. This is trifling with a trust that is second to none in importance. If we are sick, let us invite the novice to experiment upon our case, at the cost of health and its blessings; if we have a fractured bone, let us commit it to the hands of one unskilled in surgery, at the expense of a life-long deformity; but let us not commit the welfare of the rising generation to a mere adventurer in the art of teaching, even though he may be secured at moderate wages.”

Fourth—Evils of changing Teachers.—These extracts from local reports illustrate also the evils of frequently *changing teachers*. It is true an incompetent teacher or a teacher of bad manners or bad morals (if there be any such) should be changed as soon as possible, and as soon as possible removed from the ranks of teachers; but a faithful and efficient teacher should be retained as a rare and valuable treasure. No college or private school would be considered worthy of confidence that changed its instructors once or twice a year; nor can any Common School prosper or be efficient under such a system. In a Massachusetts local School Report, the Committee, while urging the retaining of the same teachers for a number of terms, remarks: “The schools of other townships are reaping the benefit from this plan, and the course is an obvious one, for each teacher has a way of his own, and must spend about half a term tearing away the superstructure of his predecessor, and rearing another, which perhaps is not superior to the one superseded, and a great loss of time to the school, is the result.”

Fifth.—Prizes to Pupils in the Schools.—I refer likewise to these extracts from local superintendents' reports, for illustrations of the system of *libraries and prizes*. In some instances but little benefit appears to be derived from the libraries, while in the great majority of cases the most salutary influence is exerted by them. In but one or two instances is objection expressed to the distribution of *prize books* as a reward of merit to pupils of the schools, and in but four instances is doubt expressed as to the beneficial influence of it. In these exceptional cases, the evil, if any, has doubtless arisen from an exceptional mode of distributing the prizes—being the act of the teacher, or of persons equally liable to the suspicion of partiality. But where the examinations for the *prizes for proficiency* are so conducted as to give no room for the suspicion of favoritism, and where the record is so kept, and so adjudged in regard to prizes for *punctuality and good conduct*, as to be equally above any reasonable suspicion of unfairness, the distribution of prizes as rewards to pupils for proficiency and good conduct must exert the most beneficial influence; and this, with the exceptions referred to, is the all but unanimous testimony of the local reports, as it is the universal experience of the colleges and best schools in both Europe and America. It is the order of Providence, in every-day life, that while the slothful hand hath nothing, the diligent hand maketh rich; and *merit and attainments* are the professed grounds of all prizes and rewards and distinctions which are bestowed in civil and political life. For any person, therefore, to object to encouraging diligence and good conduct in schools, by the distribution of prizes (and these prizes consisting of good books, obtained at half price) as the rewards of successful diligence and good conduct, is to object to the principles of Holy Scripture, and the rule of Providence, and the universal practice of civilized mankind in all other matters of common life. The distribution of *prize books* in

the schools is the means of diffusing a great deal of useful and entertaining knowledge among the young, while it exerts a powerful and wide-spread influence in favor of diligence and good conduct among the pupils of the schools. In some schools this influence may be more limited than others; but it will always be more or less felt for good, where the system is properly administered. There are, indeed, many murmurers and envious persons against the wisdom and even equity of the distributions of Divine Providence; and it would be surprising, indeed, if there were not some who would be dissatisfied and envious at the distribution of rewards and distinctions among the pupils of the schools; but this is no more an argument against the system of rewards and distinctions in the schools, than in the Divine and human government of mankind.

Sixth—Religious Character of the School System.—Furthermore, two of these local reports may be referred to as illustrating the religious aspect of the Common School system. By the extracts generally, it will be seen that religious exercises obtain in a majority of the schools, and some religious instruction is given in many of them. But an extract from a very admirable report of the local Superintendent of schools for the City of Toronto, and an extract from the report of the Principal of the Central School in the City of Hamilton, show the facilities which the school system affords to the clergy of the several religious persuasions to give religious instruction to the pupils of their respective persuasions in connection with the schools. In the City of Hamilton, the clergy of the different religious persuasions have, for several years, given religious instruction to the pupils of their respective congregations, every Friday afternoon, from three to four o'clock, and with the most beneficial results. Last year one of the clergy of the Church of England, in the City of Toronto, has pursued the same course in connection with one of the city schools. What is thus done by one of the clergy in the City of Toronto, and by all the clergy in the City of Hamilton, may be done by the clergy of all the cities, towns, villages, and, I may add, townships, of Upper Canada, and in connection with all the schools—thus illustrating the harmony of the system with the religious denominations of the country, and the religious interests of the pupils of the schools, so far as their parents and pastors desire to promote those interests in connection with the schools.

Seventh.—Grammar Schools,—Inspector's Report—Necessity of amending the Law.—The report of the Inspector of Grammar Schools will be found in Appendix B. Though I do not assume any responsibility as to the opinions expressed therein, any more than as to the opinions expressed in the local reports of Common Schools; yet the statements and suggestions contained in the report of the Inspector of Grammar Schools are an additional proof and illustration (if any were necessary) of the need of important amendments in the Grammar School Law, without which the Grammar Schools will always be a feeble, defective branch of our system of public instruction, though they have considerably improved, notwithstanding the essential defects of the present law.

XXI. MILITARY DRILL IN THE SCHOOLS.

It is a well-known maxim, that "To be prepared for war, is one of the most effectual means of preserving peace." The events of the last four years have drawn the attention of the Legislature and of the whole country to this important subject. Military exercises to some extent, have formed a part of the gymnastic instruction in the Normal and Model Schools; but during the last two years a military association has been formed among the teachers in training in the Normal School, and the Government has furnished them with the requisite arms, on application, through Major Denison, who has visited, inspected, and encouraged them with his usual skill and energy. The Board of Common School Trustees in the City of Toronto (as may be seen by referring to the Report of their Local Superintendent) have, with praiseworthy intelligence and public spirit, introduced a regular system of military drill among the senior male pupils of their schools; the Board of Trustees in Port Hope have done the same. The extracts from the Report of the Board of Trustees of the City of London, C.W., show the admirable measures adopted for introducing Military Drill among the pupils of their Central School, and the great success of it. The system of military drill can be introduced into the schools of all the cities, towns, and villages in Upper Canada, and perhaps in some of the larger rural schools; and the military training of teachers in the Normal School, together with

the large number of persons who are being taught and certificated in the Government military schools, afford great facilities for making military drill a part of the instruction given in the Grammar and Common Schools referred to.

In the neighboring States this subject is engaging the anxious attention of the Government and Legislatures; and military drill is likely to become a part of the system of education in all the public schools of their cities and towns. The Legislature of Massachusetts, at its last session, passed a resolution directing the State Board of Education "to take into consideration the subject of introducing an organization of scholars, about the age of twelve years, for the purpose of military drill and discipline." The Board appointed a Committee (of which the Governor of the State was Chairman) to investigate the subject, and to enquire into the result of an experiment which has been tried for two or three years in one of the towns of the State—the town of Brookline. The result of the enquiry is thus stated: "The boys in the older class can already be selected from their playmates *by the improvement of their forms*. Habits of prompt, instant, and unconditional obedience are also more successfully inculcated by this system of instruction than by any other with which we are acquainted. A perfect knowledge of the duties of a soldier can be taught to the boys during the time of their attendance at the public schools, thus obviating the necessity of this acquisition after the time of the pupil has become more valuable. A proper system of military instruction in the schools of our commonwealth would furnish us with the most perfect militia in the world; and we have little doubt that the good sense of the people will arrange such a system in all the schools of the State."

The Committee adds the following remarks, which are as applicable to Upper Canada as they are to Massachusetts:

"The public schools are maintained at the public expense, in order to prepare youth for the duties of citizenship. One of these duties is to aid in the defence of the Government whenever and however assailed. Surely, then, there is no incongruity, no want of reason, in introducing into the schools such studies and modes of discipline as shall prepare them for the discharge of this, equally with other duties which the citizen owes to the State.

"But can this be done without detriment to progress in other branches? Can it be done without loss of time? The Committee is satisfied that it can, and that thereby a large amount of practical knowledge and discipline in military affairs may be attained; and at the same time a very great saving of time and labor be effected, which, under a system of adult training, would be withdrawn from the productive industry of the country."

E. A. Meredith, Esq., LL.D., Assistant Secretary of the Province, read before the Literary and Historical Society of Quebec, in April, 1864, and has published in pamphlet form an instructive and suggestive paper on "Short School Time and Military or Naval Drill, in connection with an efficient Militia System." This paper embodies much curious and useful information and many facts as to the success and effects of fewer school hours each day than those usually occupied in the schools.

MISCELLANEOUS OBSERVATIONS.

While the various statistics show a general progress in the schools, both as to attendance and efficiency, as also in regard to the sums provided by local voluntary taxation for their support, there are some examples of individual municipal proceeding, and some facts and principles developed in the working of the system, which deserve special remark.

1.—*Individual examples of noble conduct.*—I had pleasure in noticing, in my last Report, the example of the Honorable Mr. Justice Wilson, who, previously to his elevation to the Bench, and while engaged in large professional business, acted as Local Superintendent of Schools in the City of London, C. W., and there contributed the remuneration allowed him for his services (\$100 per annum) to the purchase of prizes for pupils in the schools. His affectionate and valuable parting counsels to the managers and supporters of the London schools were given among the extracts of local reports in my last Annual Report. I was also happy to remark, that the Lord Bishop of Huron had not only consented to succeed Mr. Justice Wilson as Local Superintendent of Schools, but had also followed his example in contributing the salary allowed to the Local Superintendent, for

the purchase of prizes to encourage and reward meritorious pupils in the schools. The Board of Trustees, in their last Report, remark as follows:—"The Board have again to express their thanks to the Right Reverend the Lord Bishop of Huron for his liberality in placing at their disposal, for the purchase of prize books, the whole amount of salary attached to the office of Local Superintendent, which he now holds." Another very gratifying example of liberality and deep interest in the advancement of the schools has been given by the Honorable Billa Flint, who proposed the annual donation of *ten dollars* for the purchase of prize books to each of the twenty-three Townships of the Trent Division, upon the condition that each Township Council shall contribute a like sum. As the Educational Department contributes a sum equal to that which is provided from local sources for the same purpose, a list of carefully selected prize books, to the value of \$40, is thus sent to each township, to instruct and entertain hundreds of youth, as well as to promote a noble emulation among the teachers of the schools and among the pupils, as the prizes are awarded on a competitive township examination of the candidates from the several schools.

It is also gratifying to remark that some twenty Township Councils, within the last few months, have appropriated from \$10 to \$30 each for prizes to the schools, to be awarded on examination by a Township Committee of Examiners. In one or two instances the County Councils have appropriated certain sums to establish *County Prizes*, for which the pupils of the various schools of the townships in the county compete, by examination before a County Committee of Examiners. The experiment has been very successful and satisfactory. By a system of prizes established, in the first place, by the Trustees of each school for the pupils of such school; and secondly, by the Township Council, for competition by the best pupils of the various schools in the township; and thirdly, by the County Council for competition by the best pupils of the schools of the several townships in the county, every pupil in every school will be distinguished and rewarded according to his merits, the best pupils and best schools in each township will receive their merited distinctions and encouragements, and then the best pupils and the most successful teachers in the county will also obtain their hard-earned and merited distinction and rewards; a healthful and salutary influence will be imparted to both teachers and pupils throughout each county and township, and many thousands of most useful and entertaining books will be annually circulated, and circulated in a way that gives them the highest value, and secures their most extensive and attentive perusal. One can scarcely conceive of a method so economical and effectual for prompting pupils to good conduct and diligence in the schools, for animating teachers in their duties, promoting the efficiency of the schools, and diffusing useful knowledge throughout every municipality of Upper Canada.

The Municipal Council and Board of School Trustees of the City of Toronto have set a noble example of encouraging diligence among the teachers and pupils of their schools, by not only procuring and giving prizes, but founding seven free scholarships, each tenable for two years in the Grammar School. These prizes and scholarships are competed for by a paper and oral examination before examiners appointed by the Board of Trustees. At these examinations the pupils of the various city Common Schools compete, and the prizes and scholarships (signed by the mayor with the corporate seal of the city) are distributed at an annual public meeting, held in the city hall. In this manner meritorious and promising pupils of the Common Schools earn a *free* Grammar School education through the liberality of the municipality, and thus make their way to the University, where the education is almost free. One or two County Councils have adopted the same enlightened course. Should every municipality, whether county, township, city, town or village, adopt this course, an immense impulse would be given to the Common Schools, and the best pupils in them (however poor their parents) would, by individual merit and municipal liberality combined, secure a *free* Grammar School education, preparatory to active life, or entering the Provincial University, and thus the finest youthful intellect and character of the land would be developed and prepared for future duties and usefulness.

2.—*School Discipline—Use of the Rod.*—A question much discussed in many school sections is that of school discipline, and the use of the rod in the correction of pupils. The regulations established by law provide that each master (or mistress) of a school is "*to practise such discipline as would be exercised by a judicious parent in his family*"; avoiding corporal punishment except when it shall appear to him to be imperatively necessary; and in all such cases he shall keep a record of the offences and punishments; for the inspection

of the trustees, at or before the next public examination, when said record shall be destroyed. For gross misconduct or a violent or wilful opposition to his authority, *the master may suspend a pupil from attending the school*, forthwith informing the parent or guardian of the fact, and of the reason of it, and communicating the same to the Trustees through the Chairman or Secretary. But no pupil shall be expelled without the authority of the Trustees."

It is clear from these regulations that a teacher has a right to suspend a pupil from school for misconduct. It is also clear that a teacher has a right to inflict corporal punishment upon a pupil (without reference to his age) when "it shall appear to him imperatively necessary." But as a check upon any hasty and doubtful exercise of discipline, the teacher is required to inform both the parents of a pupil and the Trustees in case of suspension, and to keep a record, for the inspection of the Trustees, of both the offence and punishment in any case of corporal chastisement.

But there are some who go to the extreme of objecting to all corporal punishment of pupils by the teacher. Upon the same ground should they object to corporal punishment of a child by a parent—an objection contrary to scripture and common sense. The best teacher, like the best parent, will seldom resort to the rod; but there are occasions when it cannot be wisely avoided. It often happens that parents, whose children most need the rod of correction, are the first to object to it. Children that are perfectly governed at home, will seldom, if ever, need the rod of correction, or suspension, or even reproof at school; but children who are irregular or not governed at home, can seldom be governed at school without the rod. But this exercise of discipline should never be done in a passion or under the influence of angry feelings. A teacher should never allow himself to punish a pupil until his mind is calm and his heart free from anger. He should rebuke and chastise in love—showing that he acts from a sense of duty, and from kindness to the pupil punished, as well as for the order and welfare of the whole school. *The Board of Education for the State of Massachusetts* have so clearly and forcibly expressed my views on this subject, that I adopt the following words from their last Annual Report: "The Board has a word to say at this time on the subject of school discipline. There are two extremes in the management of children—one in the line of corporal punishment, the other in that of moral suasion—which are to be avoided. An excess of beating was the special vice of former ages. The strong reaction of public sentiment was sometimes carried to the injudicious extreme of totally discarding the ferule and the rod. Love is the power which was thought to be omnipotent in control. In later years, a healthful medium has been more generally attained. But either because the tendency to the old system of flogging has been increasing, or from other reasons, the subject has come up again in some quarters for renewed discussion. The Board are not of the opinion that scolding and beating are the most efficient modes of government, nor do they believe that large numbers of children can be permanently controlled by any measure of mere love and tact which the largest hearted teacher may possess. There is an infinite love ever yearning over man, but its influence has never yet of itself alone been paramount over the race. In the arrangements of Providence, law, penalty meets us wherever we go. No wisdom or moral force in rulers or administrations was ever sufficient of itself to sustain an orderly government. Nations, states, armies, navies need compulsion, as well as advice and persuasion. They must be under government, and 'influence' as Washington said 'is not government.' If this is true of men, it is specially true of children, who are only men of smaller growth, and more unformed and undisciplined. If a few of them can for a time be managed by a head full of expedients, and a great heart of patience and affection, and where little else beyond management is attempted, masses of them altogether, if progress is expected, must feel the presence of authority and the influence of fear. It is moreover well for children that they should learn to obey and submit themselves, without questioning, to legitimate rule. But irritating remark and excess of penalty should be avoided. The same scriptures which say 'Children, obey your parents' and 'Chasten thy son while there is hope,' say also, 'Fathers, provoke not your children to wrath.' The council applies to school teachers. While they insist on obedience, they should make the school-room pleasant, and the children happy. But when teachers depart from these principles

of humanity and justice, when they are suspected of severity and excess of punishment, care should be taken by parents, and especially by committees, if they must criticise the school management adversely; that they do not weaken the hands of its authority, and by license unconsciously given, multiply occasions for penalty. If children when corrected are allowed to suspect that the public sympathy is with them, and not with the master; that committees look upon him as a tyrant who needs to be restrained, and upon them to some extent as his victims, reprehensible behaviour and moral deterioration will be the consequence. The only safe course is to intrust the teacher with authority and restrain him in the exercise of it. If he abuses the trust, and is incorrigible when advised, let committees exercise the power which the commonwealth has given them to dismiss him quietly and obtain a better."

Compulsory Attendance at School.—In connection with the subject of free schools, that of compulsory attendance at schools has engaged much attention and discussion. It is now generally admitted that each child has as much right to the growth of its mind as of its body; and the more so as he is more distinguished as an intellectual and moral being, than as a mere animal; and as the character of the mind and heart of a child when grown up to maturity, affect more deeply his own happiness and welfare and the interests of society at large than the growth and character of his body. The nakedness and starvation of a child's mind, is, therefore more criminal than the nakedness and starvation of his body; and thus the obligation to educate a child is more imperative than to clothe and feed him. This is clear, whether we reason from the claims of the individual, or from the obligations of parents and of society, or from the will of God as indicated by His Providence and His Word.

The obligations of parents and society are co-extensive with the rights of the individual. To provide for universal education, therefore, is to recognize the highest rights of individual humanity, and to promote the best interests of society; as education is a most potent instrument to prevent crime and develop the original and essential elements of the wealth and civilization of a people; for there is no instance of a people being wealthy and civilised, much less free and great, in the absence of education. The fact that education is a public interest is the ground on which public provision is made for its support. Education—universal education—is a public necessity, as well as public interest. What is the interest of the public is obligatory upon each individual, and that, so far as taxation is concerned, according to the amount of property which is possessed by him and protected for him in the community, and which receives its available value from the collective enterprise and labors of the community as well as of his own. Ex-Governor Boutwell, of Massachusetts, has well remarked, in one of his volumes of excellent school addresses, that "The only rule on which taxes can be levied justly is that the object sought is of public necessity, or manifest public convenience. It quite often happens that men of our own generation are insensible or indifferent to the true relation of the citizen to the cause of education. Some seem to imagine that their interest in schools, and of course their moral obligation to support them, ceases with the education of their own children. This is a great error. The public has no right to levy a tax for the education of any particular child, or family of children; but its right of taxation commences when the education or plan of education is universal, and ceases whenever the plan is limited, or the operations of the system are circumscribed. No man can be taxed properly because he has children of his own to educate; this may be a reason with some for cheerful payment, but it has in itself no element of a just principle. When, however, the people decide that education is a matter of public concern, their taxation for its promotion rests upon the same foundation as the most important departments of a government. As parents, we have a special interest in our children; as citizens, it is this, that they may be honest, industrious and effective in their labors. This interest we have in all children."

But the duty to provide for the education of all, involves also the right and duty to see that all are educated. This involves the question of the compulsory attendance of children at school. If a community provides for the education of all its children, by the establishment of a free school or schools—doing so, upon the ground that ignorance is a public evil and education a public good, and that each child born has a right to the food essential to the growth of the mind as well as of the body—then has such community an undoubted

right to see that none shall be deprived of that right, and that the evil of ignorance shall not be inflicted upon the public any more than the evil of robbery, theft or incendiarism.

In the New England States, especially in that of Massachusetts, this subject has engaged much attention, and laws have been passed for the punishment and prevention of school truancy and absenteeism. By these State Laws, each city or town is authorized to pass by-laws on the subject. Two classes of children are considered by these laws, namely, *truants*, that is children who, having been sent to school, absent themselves from it without the knowledge of their parents or teachers; and *absentees*, that is children who are never sent to school by their parents and never attend it. The Legislature of Massachusetts, April 30th, 1862, passed the following Act entitled "An Act concerning truant children and absentees from school."

"Be it enacted, &c., as follows :

"SECTION 1.—Each city and town shall make all needful provisions and arrangements concerning habitual truants, and also concerning children wandering about in the streets or public places of any city or town, having no lawful occupation or business, not attending school, and growing up in ignorance, between the ages of seven and sixteen years; and shall also make all such by-laws respecting such children as shall be deemed most conducive to their welfare and the good order of such city or town; and there shall be annexed to such by-laws suitable penalties not exceeding twenty dollars for any one breach.

"SECTION 2.—Any minor convicted of being an habitual truant, or any child convicted of wandering about in the streets or public places of any city or town, having no lawful occupation or business, not attending school and growing up in ignorance, between the ages of seven and sixteen years, may, at the discretion of the justice or court having jurisdiction of the case, instead of the fine mentioned in the first section, be committed to any such institution of instruction, house of reformation, or suitable situation provided for the purpose, under the authority of the first section, for such time, not exceeding two years, as such justice or court may determine."

In each city or town where this law is carried into effect, special policemen or "truant officers" are appointed, to whom teachers report the names and residence of *truant* pupils, and to whom complaints of absenteeism are made, and whose duty it is to search out all truants and absentees within the prescribed sphere of their labors, and bring them to the Police Court. One of these truant officers in the city of Boston, states: "I have investigated eleven hundred and ninety-one cases during the year, recorded the names of three hundred and twenty-one truants, and obtained proof of two thousand and ninety-nine truancies." The following is the account of the first conviction under the State Law concerning *absentees*: "On the 21st of April, 1863, a boy was brought before Justice Maine, of the Police Court, charged with wandering about the streets and public places of the city, having no lawful occupation or business, not attending school, and growing up in ignorance, between the ages of seven and sixteen years; and the charge having been sustained by sufficient evidence, the delinquent was sentenced to the House of Reformation for two years." One of the agents of the Massachusetts Board of Education says: "In a few towns the laws in reference to truants and absentees from school, are faithfully carried out, and with the happiest results, while in others these laws are overlooked or utterly disregarded."

The Superintendent of Public Schools for the city of Boston, says, in a recent Report: "We have four truant officers appointed by the Mayor and confirmed by the Board of Aldermen, who devote their whole time to the business of aiding teachers in suppressing the evil of truancy, and in securing the attendance of absentees from school. The services of those officers have contributed in no small degree to extend the benefits of education to a large class of children who would otherwise have been deprived of its blessings. Indeed, the law which provides for the appointment of truant officers, and makes children not attending any school, or without any regular or lawful occupation, or growing up in ignorance, between the ages of five and sixteen years, liable to punishment, is now a permanent and an indispensable element of our system of public education."

The following is the benevolent law of the State of Massachusetts in regard to the employment of children in manufacturing establishments—forming the first two sections of the 42nd chapter of the General Statutes:

"Children of the age of twelve years and under the age of fifteen years, who have resided in this State for the term of six months, shall not be employed in a manufacturing establishment, unless within twelve months next preceding the term of such employment they have attended some public or private day school, under teachers approved by the school committee of the place in which such school was kept, at least one term of eleven weeks, and unless they shall attend such a school for a like period during each twelve months of such employment. Children under twelve years of age having resided in this State for a like period shall not be so employed unless they have attended a like school for the *term of eighteen weeks* within twelve months next preceding their employment, and a like term during each twelve months of such employment."

"The owner, agent or superintendent of a manufacturing establishment who employs a child in violation of the provisions of the preceding section, shall forfeit a sum not exceeding fifty dollars for each offence, to be recovered by indictment, to the use of the public schools in the city or town where such establishment is situated; and the school committees in the several cities and towns shall prosecute for all such forfeitures."

Surely the Municipal Councils of the townships, cities, towns and villages in Upper Canada should be invested with as large powers as those of any New England State, that they may protect themselves from the evils of idleness and ignorance; that they may protect helpless children against the cruel neglect and heartlessness of their unnatural parents; that they may secure to all the youth of their respective jurisdictions, and to society at large, the blessings of that education, for which they have provided by the establishment of free schools. The Municipal Councils (especially in townships) might pass by-laws imposing penalties in the form of statute labor, in case fines cannot be collected, upon parents who do not send their children, from five to sixteen years of age, to some public or private school a certain number of months each year.

4.—*Free Schools*.—It has been shown by references on a preceding page, that nearly all the Common Schools in Upper Canada are free—made so, not by Act of Parliament, but by decisions of the rate-payers themselves in the various municipalities. It is worthy of remark that where free schools have been longest established, the system is most highly valued, and most affectionately cherished, as will be seen by the following extracts from the last received Annual Report of the School Committee at Boston:—

"If there is any one cause which has contributed more than any other to produce that remarkable degree of happiness, contentment, and of moral and intellectual elevation which pervade all classes of the people in our city and commonwealth, that cause is the successful operation of the system of free schools. And the basis of the system is, that the property of *all*, without distinction, shall be applied to the education of *all*. The principle and its operation can hardly be better described than in the following language of Mr. Webster, in the convention of the State in 1820:—

"For the purpose of public instruction, we hold every man subject to taxation, in proportion to his property, and we look not to the question whether he, himself, have or have not children to be benefited by the education for which he pays. We regard it as a wise and liberal system of police, by which property, and life, and the peace of society are secured. We seek to prevent, in some measure, the extension of the penal code, by inspiring a salutary and conservative principle of virtue and of knowledge in an early age. We hope to excite a feeling of respectability, and a sense of character, by enlarging the capacity and increasing the sphere of intellectual enjoyment. By general instruction we seek, as far as possible, to purify the whole moral atmosphere; to keep good sentiments uppermost, and to turn the strong current of feeling and opinion, as well as the censures of the law, and the denunciations of religion, against immorality and crime. We hope for a security beyond the law and above the law in the prevalence of enlightened and well-principled moral sentiment. We do not, indeed, expect all men to be philosophers, or statesmen; but we confidently trust, and our expectation of the duration of our system of government rests on that trust, that by the diffusion of general knowledge, and good and virtuous sentiments, the political fabric may be secure, as well against open violence and overthrow, as against the slow but sure undermining of licentiousness.

"It is every poor man's undoubted birthright, it is the great blessing which this constitution has secured to him, it is his solace in life, and it may well be his consolation in

death, that his country stands pledged, by the faith which it has plighted to all its citizens, to protect his children from ignorance, barbarism and vice."

The comparative progress and results of free public and private schools in the City of Boston itself, are clearly set forth in the following forcible language of the city superintendent in his annual report addressed to the school committee:

"How far our system of public instruction supplies the educational wants all classes in the community, the wealthier as well as the poorer, is a question of much interest and importance. From their first establishment, our schools have been free alike to the children of the high and of the low, and, for the purpose of maintaining them, every man is held subject to taxation in proportion to his property, without regard to the question whether he may or may not choose to avail himself of the advantages which they afford. A system of schools free to all, supported by the property of all, good enough for all, and actually educating the children of all, is an ideal perfection which we may perhaps never expect to become a reality. Private tuition will probably find patronage more or less extensive in every highly educated community. But the public schools, in proportion as they are elevated and improved, take the place of private seminaries, in educating the children of the larger tax-payers; and as the proportion of large tax-payers who send their children to the public schools increases, the means provided for the support of these schools will be more and more liberal. These propositions are fully illustrated in the history of our system of public education. The reason why we can afford to sustain our schools on a scale so liberal, is found in the fact that they are universally patronized by those parents who have the means to educate their children elsewhere. A comparison of the statistics of the public and private schools of Boston for the year 1817, with those for the present year, will exhibit our progress in this respect, which, I think, is without a parallel.

"In the year 1817 the town of Boston was thoroughly canvassed under the direction of the School Committee, to ascertain the actual state of education. The result of this inquiry was presented in a carefully prepared report, which was printed and circulated among the people. From this interesting document it appears that the whole number of children in the eight public schools was 2,365, educated at a cost of about \$22,000. At the same time there were 262 private schools, supported at the expense of the parents, excepting eight, which were maintained by the charity of individuals. The number of pupils in these private schools, was 4,132, and the expense of them \$49,154. It appears that the number of pupils in the private schools was 174 per cent. of the number of those in attendance at the public schools, while the cost of the private schools was more than 200 per cent. of the cost of maintaining the public schools. If we turn to the statistics of the present year, we shall find a very different state of things. The whole number of pupils educated at the public expense, is 27,081,—an increase of more than 1,100 per cent. in forty-five years, while the number of pupils in private schools, other than schools of special instruction,—such as commercial schools for teaching book-keeping and penmanship,—is only about 1,400, or 33 per cent. of the number in 1817, and five per cent. of the number in public schools.

"What stronger evidence than that contained in these statistics, can be desired to prove the success of our Common Schools in supplying the educational wants of the whole community? But the comparison of the two systems of education in respect to the cost of tuition, per scholar, exhibits no less striking results. At the former period alluded to, the annual cost per scholar in the public schools was about ten dollars, and in the private schools about twelve dollars; now it is fifteen dollars in the former, while it has risen to eighty dollars in the latter. So that while the cost of educating a scholar in the public schools has increased during the last forty-five years only about fifty per cent., the cost in the private schools has increased, in the same time, upwards of six hundred per cent.—Such facts as these need no comment; they speak for themselves.

"The past, at least, is secure. We can look back on the earlier and later history of our school system with a just pride. It owes its origin to the founders of our city, and it has been cherished and enlarged by the successive generations of their descendants. It has grown with our growth, and strengthened with our strength. It has been the principal fountain, humanly speaking, of our social improvement. And while we contemplate with satisfaction its past history and present prosperity, it becomes us to remember and ever to

keep in mind, that to sustain, preserve and improve it, while we enjoy its blessings, is a sacred duty which the present generation owes to posterity."

Improvements in the Common School Law.—Several provisions of the school law were preparatory to a more matured state of things. From the experience of the past, the advance of society, and the improved municipal organization of the country, I think the school law may, in several respects, be simplified, and that the great principles of it, while inviolably maintained, may be more comprehensively and simply applied. But I purpose and hope to be able, in the course of a few months, to make an official tour of Upper Canada, and to confer at county meetings and otherwise with persons of all classes who have practical experience of the school system in each county, on the various questions relating to its working and possible improvement, when I shall be prepared to submit the results to the consideration of the Government and Legislature during its Session for 1866.

I have the honor to be,

Your Excellency's

Most obedient, humble servant,

E. RYERSON.

Department of Public Instruction
for Upper Canada,
Toronto, July, 1865.

PART II.

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STATISTICAL REPORT.

1864.

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TABLE A.—The Common

| Counties.          | RECEIPTS BY LOCAL SCHOOL AUTHORITIES        |                                                                 |                              |                              |                               |                                        |           |
|--------------------|---------------------------------------------|-----------------------------------------------------------------|------------------------------|------------------------------|-------------------------------|----------------------------------------|-----------|
|                    | For Teachers' Salaries (Legislative Grant). | For Maps, Apparatus, Prizes and Libraries. (Legislative Grant). | Municipal School Assessment. | Trustees' School Assessment. | Trustees' Rate Bill for fees. | Clergy Reserve Fund and other sources. | Balances. |
|                    | \$ cts.                                     | \$ cts.                                                         | \$ cts.                      | \$ cts.                      | \$ cts.                       | \$ cts.                                | \$ cts.   |
| Glengarry          | 2351 60                                     | 10 00                                                           | 2373 00                      | 5677 05                      | 546 62                        | 195 12                                 | 2454 20   |
| Stormont           | 1943 00                                     | .....                                                           | 1977 00                      | 4411 93                      | 728 54                        | 966 23                                 | 1251 90   |
| Dundas             | 2094 00                                     | 55 95                                                           | 2050 00                      | 5681 23                      | 311 78                        | 57 42                                  | 1669 13   |
| Prescott           | 2058 00                                     | 25 78                                                           | 2210 00                      | 4414 14                      | .....                         | 11 65                                  | 1130 04   |
| Russell            | 893 00                                      | 16 00                                                           | 893 00                       | 2907 70                      | .....                         | 148 54                                 | 1745 64   |
| Carleton           | 3542 00                                     | 130 20                                                          | 3462 00                      | 11356 49                     | 1069 68                       | 823 45                                 | 2350 57   |
| Grenville          | 2353 88                                     | 13 75                                                           | 2297 00                      | 5815 72                      | 352 88                        | 2184 09                                | 3147 37   |
| Leeds              | 3649 18                                     | 116 00                                                          | 3605 00                      | 10062 72                     | 1639 99                       | 2855 14                                | 2667 57   |
| Lanark             | 3310 50                                     | 63 00                                                           | 3299 00                      | 12248 66                     | 1100 32                       | 1528 10                                | 5561 07   |
| Renfrow            | 2327 28                                     | 44 25                                                           | 2084 00                      | 9791 98                      | 157 73                        | 508 21                                 | 1932 55   |
| Frontenac          | 3049 89                                     | 58 00                                                           | 2964 00                      | 9011 14                      | 1224 68                       | 1214 25                                | 1999 70   |
| Addington          | 1972 00                                     | 43 05                                                           | 1972 00                      | 5831 75                      | 617 46                        | 1548 91                                | 1813 18   |
| Lennox             | 915 00                                      | 40 00                                                           | 999 00                       | 3457 37                      | 279 40                        | 1022 22                                | 47 74     |
| Prince Edward      | 2156 00                                     | 93 65                                                           | 2228 00                      | 9093 79                      | 1498 43                       | 2128 61                                | 888 67    |
| Hastings           | 4372 00                                     | 101 66                                                          | 4065 00                      | 16718 62                     | 725 55                        | 2087 80                                | 2448 75   |
| Northumberland     | 4030 00                                     | 213 33                                                          | 3415 00                      | 19993 79                     | 981 50                        | 1840 13                                | 3505 74   |
| Durham             | 3742 00                                     | 164 07                                                          | 3742 00                      | 17226 17                     | 1846 44                       | 1248 41                                | 3446 64   |
| Peterborough       | 2338 50                                     | 99 40                                                           | 2607 00                      | 12060 96                     | 770 82                        | 74 14                                  | 7322 05   |
| Victoria           | 2575 00                                     | 165 15                                                          | 3298 00                      | 13398 28                     | 125 15                        | 607 00                                 | 3394 47   |
| Ontario            | 4422 00                                     | 305 28                                                          | 4422 00                      | 24767 82                     | 1088 46                       | 3618 67                                | 6019 92   |
| York               | 6667 07                                     | 468 47                                                          | 6750 00                      | 33240 18                     | 2430 72                       | 12207 59                               | 7696 03   |
| Peel               | 2982 50                                     | 118 02                                                          | 2933 00                      | 15098 83                     | 2344 59                       | 2197 49                                | 1502 08   |
| Simcoo             | 4798 50                                     | 286 74                                                          | 4605 00                      | 26267 37                     | 740 97                        | 851 79                                 | 4888 22   |
| Halton             | 2452 00                                     | 241 73                                                          | 2423 00                      | 7741 31                      | 2613 89                       | 3843 17                                | 2144 76   |
| Westworth          | 3482 25                                     | 188 73                                                          | 3440 00                      | 12114 11                     | 2637 88                       | 4280 55                                | 5422 98   |
| Brant              | 2383 00                                     | 137 56                                                          | 2381 00                      | 12319 04                     | 1851 05                       | 2312 01                                | 1939 46   |
| Lincoln            | 2135 00                                     | 82 75                                                           | 2450 00                      | 9068 21                      | 1890 55                       | 2437 62                                | 3957 62   |
| Welland            | 2379 33                                     | 96 10                                                           | 2610 00                      | 10321 46                     | 1232 95                       | 2879 00                                | 4142 93   |
| Haldimand          | 2453 00                                     | 127 75                                                          | 3116 00                      | 11332 36                     | 887 59                        | 3457 05                                | 354 97    |
| Norfolk            | 3239 50                                     | 208 62                                                          | 3337 00                      | 15879 72                     | 1504 64                       | 2131 71                                | 3198 85   |
| Oxford             | 4760 00                                     | 252 12                                                          | 4760 00                      | 25418 18                     | 1648 96                       | 4088 19                                | 2427 47   |
| Waterloo           | 3532 00                                     | 328 99                                                          | 3900 00                      | 23935 37                     | 1075 54                       | 2003 83                                | 3790 28   |
| Wellington         | 5000 50                                     | 371 57                                                          | 6050 00                      | 27929 27                     | 1120 28                       | 2464 19                                | 7140 90   |
| Grey               | 4326 73                                     | 249 32                                                          | 6990 00                      | 23468 35                     | 180 14                        | 2205 73                                | 3399 80   |
| Perth              | 3749 00                                     | 138 55                                                          | 3710 00                      | 22882 07                     | 257 16                        | 3263 83                                | 1175 09   |
| Huron              | 4903 37                                     | 531 90                                                          | 6774 00                      | 34956 03                     | 200 94                        | 541 39                                 | 6687 66   |
| Bruce              | 3270 00                                     | 279 25                                                          | 3373 00                      | 16399 66                     | 126 22                        | 695 32                                 | 3783 34   |
| Middlesex          | 6528 50                                     | 350 18                                                          | 6389 00                      | 36891 86                     | 1456 81                       | 3912 00                                | 7401 02   |
| Elgin              | 3538 00                                     | 233 27                                                          | 3538 00                      | 17494 27                     | 1844 64                       | 1333 03                                | 3992 77   |
| Kent               | 3233 98                                     | 223 07                                                          | 3101 00                      | 18560 02                     | 307 35                        | 1235 79                                | 2744 03   |
| Lambton            | 2597 89                                     | 344 07                                                          | 4423 00                      | 19017 97                     | 128 00                        | 688 10                                 | 6095 95   |
| Essex              | 2326 64                                     | 47 88                                                           | 2301 00                      | 11134 75                     | 158 33                        | 714 62                                 | 3996 86   |
| District of Algoma | 166 00                                      | .....                                                           | .....                        | .....                        | 200 00                        | .....                                  | 26 64     |
| Total              | 135184 59                                   | 7014 16                                                         | 143406 00                    | 635534 20                    | 41899 63                      | 84413 99                               | 142546 79 |

| CITIES.  |                                             |                                                                 |                              |                              |                               |                                        |           |
|----------|---------------------------------------------|-----------------------------------------------------------------|------------------------------|------------------------------|-------------------------------|----------------------------------------|-----------|
|          | For Teachers' Salaries (Legislative Grant). | For Maps, Apparatus, Prizes and Libraries. (Legislative Grant). | Municipal School Assessment. | Trustees' School Assessment. | Trustees' Rate Bill for fees. | Clergy Reserve Fund and other sources. | Balances. |
|          | \$ cts.                                     | \$ cts.                                                         | \$ cts.                      | \$ cts.                      | \$ cts.                       | \$ cts.                                | \$ cts.   |
| Toronto  | 5291 50                                     | 219 25                                                          | 23830 00                     | 1604 83                      | .....                         | 581 37                                 | 1573 70   |
| Hamilton | 2299 50                                     | 15 13                                                           | 14946 63                     | 1460 11                      | 4812 36                       | 1260 43                                | 1442 74   |
| Kingston | 1631 00                                     | 114 50                                                          | 6998 00                      | 1190 51                      | 118 25                        | 3163 61                                | 876 74    |
| London   | 1374 50                                     | 24 07                                                           | 8000 00                      | 557 98                       | 2 57                          | 340 15                                 | 5394 83   |
| Ottawa   | 1769 50                                     | 150 70                                                          | 4994 24                      | 3368 96                      | 18 00                         | 2103 66                                | 8634 14   |
| Total    | 12366 00                                    | 523 63                                                          | 58768 87                     | 8182 39                      | 4951 18                       | 7449 22                                | 17922 15  |

N.B.—Tables A, B, C and D include Statistics of Roman

Schools of Upper Canada, 1864.

| Total Receipts for all Common School purposes during '64. | EXPENDITURE BY LOCAL SCHOOL AUTHORITIES. |                                                                    |                                     |                                         |                                                       |                                                               | Balances. |
|-----------------------------------------------------------|------------------------------------------|--------------------------------------------------------------------|-------------------------------------|-----------------------------------------|-------------------------------------------------------|---------------------------------------------------------------|-----------|
|                                                           | For Teachers' Salaries.                  | For Maps, Apparatus, Prizes and Libraries, including 100 per cent. | For Sites & Building School Houses. | For Rents and Repairs of School Houses. | For School Books, Stationery, Fuel, & other expenses. | Total Expenditure for all Common School purposes during 1864. |           |
| \$ cts.                                                   | \$ cts.                                  | \$ cts.                                                            | \$ cts.                             | \$ cts.                                 | \$ cts.                                               | \$ cts.                                                       | \$ cts.   |
| 13867 59                                                  | 9474 48                                  | 20 15                                                              | 790 18                              | 192 47                                  | 284 41                                                | 10761 69                                                      | 3105 90   |
| 11306 60                                                  | 8914 94                                  | 16 05                                                              | 1497 70                             | 315 72                                  | 444 53                                                | 11188 99                                                      | 117 61    |
| 12219 51                                                  | 8747 29                                  | 111 90                                                             | 657 65                              | 260 11                                  | 441 53                                                | 10218 48                                                      | 2001 03   |
| 9849 61                                                   | 6825 61                                  | 115 78                                                             | 150 54                              | 225 25                                  | 791 93                                                | 8109 11                                                       | 1740 50   |
| 6003 88                                                   | 3110 28                                  | 36 10                                                              | 101 25                              | 20 41                                   | 221 52                                                | 3489 56                                                       | 2514 32   |
| 22761 39                                                  | 18297 78                                 | 260 40                                                             | 1262 89                             | 238 07                                  | 271 23                                                | 20330 37                                                      | 2434 02   |
| 16164 69                                                  | 10451 81                                 | 96 40                                                              | 897 32                              | 567 64                                  | 625 67                                                | 12638 84                                                      | 3525 85   |
| 24595 60                                                  | 18932 44                                 | 238 19                                                             | 360 95                              | 928 20                                  | 1352 42                                               | 21812 20                                                      | 2783 40   |
| 27110 65                                                  | 16709 65                                 | 150 82                                                             | 1920 07                             | 638 53                                  | 1003 60                                               | 20422 67                                                      | 6687 98   |
| 16846 00                                                  | 12009 91                                 | 191 53                                                             | 149 68                              | 335 46                                  | 919 48                                                | 13606 06                                                      | 3239 94   |
| 19521 75                                                  | 14207 68                                 | 119 85                                                             | 1473 85                             | 324 31                                  | 1254 41                                               | 17380 10                                                      | 2141 65   |
| 13798 35                                                  | 9744 56                                  | 86 10                                                              | 824 70                              | 228 73                                  | 752 11                                                | 11636 20                                                      | 2162 15   |
| 6760 73                                                   | 5289 24                                  | 92 25                                                              | 664 47                              | 118 66                                  | 413 27                                                | 6577 89                                                       | 182 84    |
| 18905 15                                                  | 14251 78                                 | 333 23                                                             | 662 79                              | 428 22                                  | 1270 72                                               | 16946 79                                                      | 1145 36   |
| 30519 38                                                  | 21981 93                                 | 203 32                                                             | 2427 04                             | 758 46                                  | 1895 05                                               | 27285 80                                                      | 3253 68   |
| 33979 49                                                  | 26607 95                                 | 426 66                                                             | 1713 63                             | 650 00                                  | 2200 06                                               | 31598 30                                                      | 2381 19   |
| 31405 73                                                  | 24566 84                                 | 328 14                                                             | 1149 05                             | 532 99                                  | 1514 85                                               | 28091 87                                                      | 3313 86   |
| 25272 87                                                  | 14343 84                                 | 203 36                                                             | 1589 05                             | 600 31                                  | 989 68                                                | 17784 24                                                      | 7478 63   |
| 23563 05                                                  | 16156 44                                 | 330 77                                                             | 1560 42                             | 350 89                                  | 1405 31                                               | 19803 83                                                      | 3759 22   |
| 44644 15                                                  | 30234 52                                 | 611 56                                                             | 3795 44                             | 1133 04                                 | 2608 62                                               | 38383 18                                                      | 6260 97   |
| 69400 06                                                  | 44195 98                                 | 875 51                                                             | 8251 14                             | 1295 11                                 | 5878 03                                               | 60595 77                                                      | 8804 20   |
| 27176 51                                                  | 21413 98                                 | 259 39                                                             | 2073 83                             | 527 50                                  | 2046 11                                               | 26319 81                                                      | 856 70    |
| 42540 59                                                  | 31339 00                                 | 672 42                                                             | 2689 19                             | 656 68                                  | 2286 27                                               | 37643 56                                                      | 4897 03   |
| 21459 86                                                  | 16822 82                                 | 483 46                                                             | 1313 10                             | 215 08                                  | 1409 80                                               | 20244 26                                                      | 1215 60   |
| 31566 50                                                  | 20019 19                                 | 379 38                                                             | 2855 22                             | 650 18                                  | 1535 68                                               | 25439 57                                                      | 6126 93   |
| 23478 12                                                  | 16709 68                                 | 445 97                                                             | 2018 26                             | 450 52                                  | 1959 02                                               | 21583 45                                                      | 1894 67   |
| 22021 15                                                  | 15182 79                                 | 187 65                                                             | 2745 89                             | 286 40                                  | 1983 57                                               | 20386 39                                                      | 1634 76   |
| 23661 77                                                  | 15283 87                                 | 238 24                                                             | 2669 66                             | 379 53                                  | 1643 43                                               | 20214 73                                                      | 3447 04   |
| 21728 72                                                  | 16847 81                                 | 255 50                                                             | 2150 94                             | 275 76                                  | 1559 13                                               | 21089 14                                                      | 639 58    |
| 29500 04                                                  | 20618 76                                 | 567 42                                                             | 2207 76                             | 499 42                                  | 1907 96                                               | 25801 22                                                      | 3698 72   |
| 43354 92                                                  | 33444 38                                 | 619 91                                                             | 3334 88                             | 1243 68                                 | 3947 48                                               | 42590 33                                                      | 764 59    |
| 38566 01                                                  | 27788 19                                 | 717 97                                                             | 3326 56                             | 680 97                                  | 2259 82                                               | 34773 51                                                      | 3792 50   |
| 50076 71                                                  | 32076 55                                 | 743 14                                                             | 4991 77                             | 1030 92                                 | 3474 55                                               | 42316 93                                                      | 7759 78   |
| 40820 07                                                  | 29257 21                                 | 498 64                                                             | 3627 73                             | 562 99                                  | 2754 06                                               | 36700 63                                                      | 4119 44   |
| 35175 20                                                  | 23151 22                                 | 327 96                                                             | 6826 42                             | 563 05                                  | 2436 75                                               | 33305 40                                                      | 1869 80   |
| 54575 29                                                  | 36076 97                                 | 1176 57                                                            | 3947 43                             | 1446 85                                 | 3881 78                                               | 46529 00                                                      | 8045 69   |
| 27926 79                                                  | 19818 53                                 | 558 50                                                             | 980 48                              | 377 65                                  | 1310 93                                               | 23046 09                                                      | 4880 70   |
| 62937 87                                                  | 44893 91                                 | 828 14                                                             | 3826 61                             | 1340 17                                 | 3396 17                                               | 54285 00                                                      | 8652 82   |
| 31973 98                                                  | 22864 68                                 | 472 80                                                             | 2612 23                             | 610 90                                  | 1906 95                                               | 28467 56                                                      | 3506 42   |
| 29405 24                                                  | 20385 25                                 | 615 46                                                             | 2364 19                             | 779 53                                  | 1768 88                                               | 26266 31                                                      | 3138 93   |
| 33294 98                                                  | 20180 88                                 | 688 14                                                             | 2741 69                             | 1412 91                                 | 2086 20                                               | 27100 82                                                      | 6185 16   |
| 20610 08                                                  | 12415 88                                 | 196 69                                                             | 2133 70                             | 633 54                                  | 1029 02                                               | 16408 83                                                      | 4271 25   |
| 392 64                                                    | 198 00                                   | .....                                                              | .....                               | 10 00                                   | 5 00                                                  | 213 00                                                        | 179 64    |
| 118999 27                                                 | 832196 50                                | 15791 47                                                           | 93437 35                            | 24824 95                                | 73126 91                                              | 1039377 18                                                    | 150622 09 |

Catholic Schools, but they are given separately in Table F.



Table A.—The Common

| TOWNS.         | RECEIPTS BY LOCAL SCHOOL AUTHORITIES.        |                                                                 |                              |                              |                               |                                        |           |
|----------------|----------------------------------------------|-----------------------------------------------------------------|------------------------------|------------------------------|-------------------------------|----------------------------------------|-----------|
|                | For Teachers' Salaries. (Legislative Grant.) | For Maps, Apparatus, Prizes and Libraries. (Legislative Grant.) | Municipal School Assessment. | Trustees' School Assessment. | Trustees' Rate Bill for Fees. | Clergy Reserve Fund and other sources. | Balances. |
|                | \$ cts.                                      | \$ cts.                                                         | \$ cts.                      | \$ cts.                      | \$ cts.                       | \$ cts.                                | \$ cts.   |
| Amherstburgh   | 262 50                                       | 52 79                                                           | 1450 00                      | 772 00                       | 105 19                        | 108 58                                 | 79 67     |
| Barrie         | 263 50                                       | 34 00                                                           | 1049 00                      | 134 26                       |                               | 69 02                                  | 128 17    |
| Bellefille     | 962 20                                       | 14 26                                                           | 3501 19                      | 823 99                       | 14 00                         |                                        | 251 00    |
| Berlin         | 231 50                                       | 17 90                                                           | 1789 00                      | 68 65                        |                               | 96 57                                  | 133 34    |
| Bowmanville    | 326 00                                       | 58 00                                                           |                              | 1810 76                      | 512 49                        | 19 57                                  | 7 87      |
| Brantford      | 745 50                                       | 25 50                                                           | 4920 09                      | 235 84                       | 603 63                        | 710 11                                 | 7 12      |
| Brockville     | 502 50                                       | 28 12                                                           | 2500 00                      | 300 00                       | 48 25                         | 83 83                                  | 1351 60   |
| Chatham        | 534 50                                       |                                                                 | 2500 00                      | 252 50                       | 42 50                         | 267 83                                 | 1994 10   |
| Clifton        | 150 00                                       | 23 62                                                           | 200 00                       | 100 00                       | 104 00                        | 10 00                                  | 595 89    |
| Cobourg        | 593 00                                       | 106 00                                                          | 2740 00                      | 303 00                       | 553 25                        | 48 10                                  | 13 52     |
| Collingwood    | 166 00                                       |                                                                 | 1159 00                      |                              |                               | 8 00                                   | 362 70    |
| Cornwall       | 229 00                                       |                                                                 | 1100 00                      |                              | 10 00                         | 156 87                                 |           |
| Dundas         | 347 50                                       | 10 30                                                           | 1325 00                      | 95 22                        | 627 39                        | 359 03                                 | 5 05      |
| Galt           | 368 00                                       |                                                                 | 3352 00                      |                              |                               | 11 50                                  | 1477 40   |
| Goderich       | 357 00                                       | 47 65                                                           | 3400 00                      |                              |                               |                                        | 423 21    |
| Guelph         | 605 50                                       | 22 45                                                           | 2795 63                      | 245 87                       | 1030 50                       | 22 00                                  | 12 41     |
| Ingersoll      | 296 00                                       |                                                                 | 900 00                       |                              | 418 50                        | 270 32                                 | 609 35    |
| Lindsay        | 234 50                                       | 5 00                                                            | 1927 39                      | 491 21                       |                               | 194 31                                 | 41 41     |
| Milton         | 212 00                                       | 25 00                                                           | 273 00                       |                              | 256 41                        | 150 68                                 | 38 79     |
| Napanee        | 215 50                                       |                                                                 | 5779 63                      | 52 12                        | 141 98                        | 16 50                                  | 35 48     |
| Niagara        | 242 00                                       |                                                                 | 421 67                       | 847 09                       |                               | 641 37                                 |           |
| Oakville       | 173 50                                       |                                                                 | 764 50                       | 91 04                        | 96 98                         | 85 24                                  | 210 30    |
| Owen Sound     | 265 00                                       |                                                                 | 1520 00                      |                              |                               |                                        | 2 33      |
| Paris          | 280 50                                       |                                                                 | 1571 73                      | 92 82                        | 30 00                         | 85 00                                  | 46 34     |
| Perth          | 290 50                                       | 40 00                                                           | 994 91                       | 350 00                       |                               | 678 30                                 | 730 78    |
| Peterborough   | 483 00                                       | 50 39                                                           | 1828 00                      | 227 62                       | 974 15                        | 235 64                                 | 0 50      |
| Pictou         | 245 00                                       |                                                                 | 900 00                       |                              | 226 76                        | 207 75                                 | 80 25     |
| Port Hope      | 499 00                                       |                                                                 | 1950 00                      |                              | 900 50                        | 170 16                                 |           |
| Prescott       | 301 50                                       |                                                                 | 712 63                       | 458 00                       | 490 56                        | 19 36                                  | 8 41      |
| Sandwich       | 118 00                                       |                                                                 | 118 00                       | 829 98                       |                               | 243 00                                 | 46 91     |
| Sarnia         | 250 00                                       | 20 17                                                           | 1440 00                      | 460 00                       | 370 87                        |                                        | 154 16    |
| St. Catharines | 736 50                                       | 35 75                                                           | 3350 00                      | 468 19                       |                               | 50 00                                  | 35 88     |
| St. Mary's     | 333 00                                       | 20 00                                                           | 1554 00                      |                              |                               | 66 89                                  | 905 35    |
| St. Thomas     | 195 00                                       | 33 00                                                           | 900 00                       |                              | 462 50                        | 15 00                                  | 148 88    |
| Simcoe         | 435 00                                       |                                                                 | 1388 83                      |                              |                               | 30 00                                  |           |
| Stratford      | 372 96                                       |                                                                 | 1650 00                      | 147 98                       | 4 50                          | 148 50                                 | 1324 62   |
| Whitby         | 320 50                                       | 16 02                                                           | 2778 00                      | 55 54                        |                               | 295 58                                 | 97 63     |
| Windsor        | 300 00                                       | 200 00                                                          | 2900 00                      |                              |                               |                                        | 146 79    |
| Woodstock      | 400 00                                       | 20 00                                                           | 1868 22                      |                              | 787 82                        | 20 00                                  |           |
| Total          | 13933 16                                     | 906 23                                                          | 71971 83                     | 9723 68                      | 8812 73                       | 5603 61                                | 11507 62  |

Schools of Upper Canada, 1864.

| Total Receipts for all Common School purposes during 64. | EXPENDITURE BY LOCAL SCHOOL AUTHORITIES. |                                                                    |                                     |                                         |                                                       |                                                               |          |
|----------------------------------------------------------|------------------------------------------|--------------------------------------------------------------------|-------------------------------------|-----------------------------------------|-------------------------------------------------------|---------------------------------------------------------------|----------|
|                                                          | For Teachers' Salaries.                  | For Maps, Apparatus, Prizes and Libraries, including 100 per cent. | For sites & Building School Houses. | For Rents and Repairs of School Houses. | For School Books, Stationery, Fuel, & other expenses. | Total Expenditure for all Common School purposes during 1864. | Balance. |
|                                                          | \$ cts.                                  | \$ cts.                                                            | \$ cts.                             | \$ cts.                                 | \$ cts.                                               | \$ cts.                                                       | \$ cts.  |
| 2330 73                                                  | 1933 00                                  | 105 58                                                             | 217 90                              | 153 83                                  | 386 16                                                | 2796 47                                                       | 34 26    |
| 1677 95                                                  | 1289 96                                  | 102 33                                                             |                                     | 105 45                                  | 95 86                                                 | 1593 60                                                       | 84 35    |
| 5576 64                                                  | 3618 18                                  | 48 02                                                              |                                     | 386 84                                  | 1303 37                                               | 5356 41                                                       | 220 23   |
| 2336 96                                                  | 2097 56                                  | 35 80                                                              |                                     | 48 10                                   | 140 54                                                | 2322 00                                                       | 14 96    |
| 2734 69                                                  | 1831 03                                  | 116 00                                                             |                                     | 199 17                                  | 309 19                                                | 2455 39                                                       | 279 30   |
| 7247 70                                                  | 5112 92                                  | 613 94                                                             |                                     | 265 63                                  | 1097 98                                               | 7090 47                                                       | 157 23   |
| 4814 61                                                  | 2465 00                                  | 56 86                                                              |                                     | 61 60                                   | 715 62                                                | 3298 48                                                       | 1516 13  |
| 5591 43                                                  | 2383 26                                  | 56 90                                                              |                                     | 37 66                                   | 747 79                                                | 3225 61                                                       | 2365 82  |
| 1892 51                                                  | 945 00                                   | 47 25                                                              | 1 75                                | 77 57                                   | 141 77                                                | 1213 34                                                       | 679 17   |
| 4356 87                                                  | 3244 60                                  | 212 00                                                             | 5 50                                | 282 00                                  | 611 76                                                | 4355 86                                                       | 1 01     |
| 1695 70                                                  | 600 00                                   |                                                                    |                                     | 16 01                                   | 274 38                                                | 890 39                                                        | 805 31   |
| 1505 87                                                  | 1070 00                                  | 20 00                                                              |                                     | 18 84                                   | 183 37                                                | 1292 21                                                       | 213 66   |
| 2769 49                                                  | 1812 63                                  | 47 50                                                              | 25 00                               | 163 06                                  | 714 58                                                | 2763 07                                                       | 6 42     |
| 5208 90                                                  | 2995 01                                  |                                                                    |                                     | 240 16                                  | 527 44                                                | 3762 61                                                       | 1446 20  |
| 4257 86                                                  | 2420 67                                  | 105 80                                                             |                                     | 528 23                                  | 740 55                                                | 3795 25                                                       | 462 61   |
| 4734 36                                                  | 3258 00                                  | 48 90                                                              | 768 73                              | 266 58                                  | 334 12                                                | 4726 33                                                       | 8 03     |
| 2494 17                                                  | 1159 00                                  | 25 02                                                              |                                     | 77 54                                   | 234 09                                                | 1495 74                                                       | 998 43   |
| 2943 82                                                  | 1410 31                                  | 10 00                                                              | 1094 10                             | 155 09                                  | 128 12                                                | 2797 62                                                       | 146 20   |
| 955 79                                                   | 562 50                                   | 50 00                                                              |                                     | 4 88                                    | 238 82                                                | 856 20                                                        | 99 59    |
| 6241 21                                                  | 799 72                                   |                                                                    | 3551 83                             | 2 60                                    | 328 27                                                | 4682 42                                                       | 1558 79  |
| 2152 13                                                  | 2023 42                                  | 10 75                                                              |                                     | 11 07                                   | 106 89                                                | 2152 13                                                       |          |
| 1421 56                                                  | 1086 97                                  | 16 25                                                              |                                     | 40 00                                   | 278 34                                                | 1421 56                                                       |          |
| 1787 33                                                  | 1339 71                                  |                                                                    |                                     | 313 67                                  | 126 93                                                | 1780 31                                                       | 7 02     |
| 2106 39                                                  | 1598 32                                  | 6 00                                                               | 5 00                                | 34 83                                   | 462 63                                                | 2106 18                                                       | 0 21     |
| 3084 49                                                  | 2663 49                                  | 90 00                                                              |                                     | 172 05                                  | 155 25                                                | 3080 79                                                       | 3 70     |
| 3799 30                                                  | 2797 12                                  | 115 56                                                             |                                     | 111 70                                  | 761 40                                                | 3785 78                                                       | 13 52    |
| 1659 76                                                  | 1218 14                                  | 17 35                                                              |                                     | 97 11                                   | 227 93                                                | 1560 53                                                       | 99 23    |
| 3519 66                                                  | 2397 75                                  |                                                                    |                                     | 178 59                                  | 534 14                                                | 3110 48                                                       | 409 18   |
| 1990 46                                                  | 1444 99                                  | 24 50                                                              |                                     | 166 25                                  | 259 00                                                | 1894 74                                                       | 95 72    |
| 1355 89                                                  | 1124 63                                  |                                                                    |                                     | 88 25                                   | 38 61                                                 | 1249 49                                                       | 106 40   |
| 2695 20                                                  | 2290 00                                  | 42 98                                                              |                                     | 235 33                                  | 73 32                                                 | 2646 63                                                       | 48 57    |
| 4676 32                                                  | 3483 00                                  | 71 50                                                              | 86 00                               | 298 04                                  | 527 28                                                | 4465 82                                                       | 210 50   |
| 2879 24                                                  | 1259 44                                  | 54 66                                                              |                                     | 340 71                                  | 1654 81                                               | 1224 43                                                       |          |
| 1754 38                                                  | 1175 00                                  | 66 00                                                              |                                     | 25 97                                   | 279 92                                                | 1546 89                                                       | 207 49   |
| 1853 82                                                  | 1528 83                                  | 100 00                                                             |                                     |                                         | 225 00                                                | 1853 83                                                       |          |
| 3848 56                                                  | 1803 98                                  |                                                                    |                                     | 363 21                                  | 436 86                                                | 2604 05                                                       | 1044 51  |
| 3563 27                                                  | 2247 12                                  | 56 02                                                              | 425 21                              | 522 34                                  | 302 87                                                | 3553 56                                                       | 9 71     |
| 3547 79                                                  | 2177 88                                  | 400 00                                                             |                                     | 378 36                                  | 98 74                                                 | 3054 98                                                       | 492 81   |
| 3096 04                                                  | 2306 66                                  | 40 00                                                              |                                     | 83 00                                   | 666 38                                                | 3096 04                                                       |          |
| 122458 86                                                | 76974 89                                 | 2813 77                                                            | 6181 02                             | 6208 01                                 | 15210 33                                              | 107288 07                                                     | 15070 79 |

TABLE A.—The Common

| VILLAGES.            | RECEIPTS BY LOCAL SCHOOL AUTHORITIES.       |                                                                |                              |                              |                               |                                        |           |
|----------------------|---------------------------------------------|----------------------------------------------------------------|------------------------------|------------------------------|-------------------------------|----------------------------------------|-----------|
|                      | For Teachers' Salaries, (Legislative Grant) | For Maps, Apparatus, Prizes and Libraries. (Legislative Grant) | Municipal School Assessment. | Trustees' School Assessment. | Trustees' Rate Bill for Fees. | Clergy Reserve Fund and other sources. | Balances. |
|                      | \$ cts.                                     | \$ cts.                                                        | \$ cts.                      | \$ cts.                      | \$ cts.                       | \$ cts.                                | \$ cts.   |
| Arnprior.....        | 100 00                                      |                                                                | 570 52                       | 593 08                       | 170 87                        | 112 38                                 | 127 87    |
| Ashburnham.....      | 110 00                                      | 5 00                                                           | 219 00                       |                              | 200 00                        |                                        | 128 63    |
| Aurora.....          | 144 00                                      |                                                                | 340 00                       |                              | 224 14                        | 78 94                                  | 6 00      |
| Bath.....            | 90 00                                       |                                                                | 100 00                       |                              | 74 00                         |                                        | 63 40     |
| Bradford.....        | 115 00                                      |                                                                | 1265 00                      |                              | 279 80                        |                                        | 67 41     |
| Brampton.....        | 288 00                                      | 12 50                                                          | 714 47                       |                              |                               | 1 23                                   | 501 74    |
| Brighton.....        | 141 00                                      |                                                                | 133 00                       | 700 00                       |                               |                                        | 572 90    |
| Caledonia.....       | 138 00                                      |                                                                | 935 00                       |                              | 232 51                        |                                        | 128 53    |
| Cayuga.....          | 90 00                                       |                                                                | 558 50                       |                              |                               |                                        | 225 17    |
| Chippewa.....        | 131 00                                      |                                                                | 950 00                       | 33 25                        | 32 64                         | 332 90                                 |           |
| Clinton.....         | 120 00                                      | 23 00                                                          | 1200 00                      |                              |                               | 161 51                                 | 255 92    |
| Colborne.....        | 96 00                                       |                                                                | 1218 50                      |                              |                               | 125 26                                 | 53 85     |
| Dunnville.....       | 152 00                                      |                                                                | 152 00                       | 1000 00                      |                               |                                        | 514 35    |
| Elora.....           | 125 00                                      | 26 25                                                          | 737 50                       |                              | 33 25                         | 5 00                                   | 231 87    |
| Embro.....           | 66 00                                       | 7 50                                                           | 150 00                       | 274 36                       | 6 47                          |                                        | 158 73    |
| Fergus.....          | 131 00                                      | 12 00                                                          | 600 00                       | 69 00                        | 261 50                        | 2 00                                   | 114 32    |
| Fort Erie.....       | 86 50                                       |                                                                | 500 00                       | 533 49                       |                               | 981 00                                 | 87 60     |
| Gananoque.....       | 181 00                                      |                                                                | 682 58                       |                              |                               | 86 52                                  | 23 28     |
| Hawkesbury.....      | 223 00                                      |                                                                | 151 00                       | 500 00                       | 191 69                        |                                        | 17 08     |
| Hespeler.....        | 72 00                                       | 10 00                                                          | 531 00                       |                              |                               | 56 00                                  | 25 00     |
| Holland Landing..... | 173 00                                      | 18 00                                                          | 600 00                       |                              |                               |                                        | 20 16     |
| Iroquois.....        | 74 00                                       |                                                                | 92 10                        | 102 96                       | 94 01                         | 15 75                                  | 50 79     |
| Kemptville.....      | 128 00                                      |                                                                | 438 00                       |                              | 148 00                        |                                        | 138 05    |
| Kincardine.....      | 117 00                                      | 11 50                                                          | 667 52                       |                              |                               | 1 81                                   |           |
| Lanark.....          | 72 00                                       |                                                                | 80 00                        |                              | 69 06                         |                                        |           |
| Merrickville.....    | 107 50                                      |                                                                | 263 07                       |                              |                               | 87 50                                  | 13 00     |
| Mitchell.....        | 145 00                                      | 6 12                                                           | 950 00                       |                              |                               |                                        | 96 72     |
| Morrisburgh.....     | 102 00                                      |                                                                | 102 00                       | 658 00                       |                               |                                        |           |
| Newburgh.....        | 140 00                                      | 10 00                                                          | 74 46                        |                              | 108 95                        | 203 54                                 |           |
| Newcastle.....       | 123 00                                      | 10 00                                                          | 177 00                       |                              | 47 70                         |                                        | 162 30    |
| New Hamburg.....     | 104 00                                      | 26 00                                                          | 1200 00                      |                              | 57 61                         |                                        | 588 17    |
| Newmarket.....       | 167 50                                      | 24 90                                                          | 900 00                       | 163 75                       | 143 28                        | 60 70                                  | 213 46    |
| Orangeville.....     | 96 00                                       | 5 00                                                           | 99 60                        | 300 00                       |                               | 65 41                                  |           |
| Oshawa.....          | 331 00                                      |                                                                | 2225 00                      |                              | 180 17                        | 600 00                                 |           |
| Pembroke.....        | 89 86                                       |                                                                | 76 00                        | 478 00                       | 209 75                        | 435 27                                 |           |
| Portsmouth.....      | 108 50                                      | 18 00                                                          | 500 00                       | 88 14                        | 63 28                         | 167 73                                 | 109 10    |
| Port Dalhousie.....  | 159 00                                      | 5 00                                                           | 1250 00                      |                              | 199 33                        | 122 86                                 | 250 30    |
| Preston.....         | 185 00                                      | 5 00                                                           | 1400 00                      | 92 14                        | 9 23                          | 149 54                                 | 668 95    |
| Renfrew.....         | 164 00                                      |                                                                | 104 00                       |                              | 117 90                        |                                        | 1 73      |
| Smith's Falls.....   | 136 00                                      |                                                                | 280 04                       |                              | 151 00                        |                                        | 45 83     |
| Southampton.....     | 108 00                                      | 27 00                                                          | 525 98                       |                              |                               | 14 50                                  | 5 80      |
| Stirling.....        | 90 00                                       |                                                                | 325 00                       |                              |                               | 76 39                                  |           |
| Strathroy.....       | 90 00                                       | 31 25                                                          | 1200 00                      |                              |                               | 364 00                                 | 1 00      |
| Streetsville.....    | 87 00                                       | 5 00                                                           | 207 00                       |                              | 131 37                        | 1 98                                   | 52 50     |
| Thorold.....         | 191 50                                      | 15 00                                                          | 1000 00                      | 104 96                       | 247 13                        | 134 26                                 | 63 61     |
| Trenton.....         | 175 00                                      | 33 00                                                          | 1070 00                      |                              |                               | 4 24                                   |           |
| Vienna.....          | 108 00                                      | 10 00                                                          | 300 24                       |                              |                               | 96 54                                  |           |
| Waterloo.....        | 152 00                                      |                                                                | 436 22                       |                              |                               | 2932 56                                | 581 35    |
| Wellington.....      | 134 78                                      |                                                                | 242 75                       |                              | 165 25                        |                                        |           |
| Welland.....         | 87 00                                       |                                                                | 1150 00                      |                              | 118 22                        | 131 60                                 |           |
| Yorkville.....       | 183 00                                      | 26 00                                                          | 570 76                       |                              |                               | 293 64                                 | 21 44     |
| Total.....           | 6742 14                                     | 383 02                                                         | 30325 81                     | 5940 56                      | 3973 21                       | 7829 23                                | 6462 26   |

Schools of Upper Canada, 1864.

EXPENDITURE BY LOCAL SCHOOL AUTHORITIES.

| Total Receipts for all Common School purposes during '61. | EXPENDITURE BY LOCAL SCHOOL AUTHORITIES. |                                                                    |                                     |                                         |                                                       |                                                               | Balances. |
|-----------------------------------------------------------|------------------------------------------|--------------------------------------------------------------------|-------------------------------------|-----------------------------------------|-------------------------------------------------------|---------------------------------------------------------------|-----------|
|                                                           | For Teachers' Salaries                   | For Maps, Apparatus, Prizes and Libraries, including 100 per cent. | For Sites & Building School Houses. | For Rents and Repairs of School Houses. | For School Books, Stationery, Fuel, & other expenses. | Total Expenditure for all Common School purposes during 1864. |           |
| \$ cts.                                                   | \$ cts.                                  | \$ cts.                                                            | \$ cts.                             | \$ cts.                                 | \$ cts.                                               | \$ cts.                                                       | \$ cts.   |
| 1659 72                                                   | 699 62                                   | 20 00                                                              | 332 56                              |                                         |                                                       | 137 54                                                        | 1699 72   |
| 671 63                                                    | 425 00                                   | 10 00                                                              |                                     | 101 59                                  |                                                       | 114 01                                                        | 650 60    |
| 368 14                                                    | 793 08                                   |                                                                    |                                     | 2 45                                    |                                                       | 334 58                                                        | 705 17    |
| 327 40                                                    | 160 00                                   |                                                                    |                                     | 7 50                                    |                                                       | 114 15                                                        | 281 65    |
| 1727 21                                                   | 580 71                                   | 10 00                                                              | 730 45                              | 10 75                                   |                                                       | 340 28                                                        | 1682 19   |
| 1517 96                                                   | 820 00                                   | 25 00                                                              |                                     | 40 72                                   |                                                       | 246 98                                                        | 1132 70   |
| 1548 90                                                   | 865 73                                   |                                                                    |                                     | 48 17                                   |                                                       | 100 26                                                        | 1014 16   |
| 1434 04                                                   | 452 13                                   |                                                                    |                                     | 17 36                                   |                                                       | 194 33                                                        | 1363 82   |
| 873 67                                                    | 464 00                                   |                                                                    | 700 00                              | 63 50                                   |                                                       | 344 90                                                        | 872 40    |
| 1479 79                                                   | 921 61                                   | 8 00                                                               | 14 00                               | 8 98                                    |                                                       | 156 98                                                        | 1109 57   |
| 1760 43                                                   | 900 00                                   | 46 00                                                              |                                     |                                         |                                                       | 297 80                                                        | 1243 80   |
| 1493 61                                                   | 634 25                                   |                                                                    | 708 12                              | 9 13                                    |                                                       | 87 17                                                         | 1438 67   |
| 1818 25                                                   | 964 50                                   |                                                                    |                                     | 57 25                                   |                                                       | 64 67                                                         | 1086 42   |
| 1158 87                                                   | 940 00                                   | 52 50                                                              |                                     | 21 65                                   |                                                       | 121 03                                                        | 1135 18   |
| 636 06                                                    | 492 65                                   | 15 00                                                              |                                     | 53 25                                   |                                                       | 62 67                                                         | 623 57    |
| 1189 82                                                   | 537 50                                   | 40 00                                                              |                                     | 28 81                                   |                                                       | 90 00                                                         | 1016 31   |
| 2188 59                                                   | 627 00                                   |                                                                    | 1072 00                             | 21 82                                   |                                                       | 110 07                                                        | 1830 89   |
| 973 38                                                    | 467 38                                   |                                                                    | 110 00                              | 118 47                                  |                                                       | 117 51                                                        | 814 86    |
| 1082 77                                                   | 309 43                                   | 1 50                                                               |                                     |                                         |                                                       | 707 02                                                        | 1016 45   |
| 694 00                                                    | 580 00                                   | 20 00                                                              |                                     | 5 25                                    |                                                       | 64 44                                                         | 669 69    |
| 811 16                                                    | 630 00                                   | 36 00                                                              |                                     |                                         |                                                       | 130 63                                                        | 796 63    |
| 429 61                                                    | 284 25                                   |                                                                    |                                     | 15 75                                   |                                                       | 65 48                                                         | 365 48    |
| 852 05                                                    | 580 34                                   | 10 36                                                              |                                     | 24 00                                   |                                                       | 72 16                                                         | 686 86    |
| 797 83                                                    | 537 92                                   | 24 50                                                              |                                     | 24 16                                   |                                                       | 201 95                                                        | 788 53    |
| 221 06                                                    | 193 10                                   |                                                                    |                                     |                                         |                                                       | 27 96                                                         | 221 06    |
| 471 07                                                    | 345 85                                   | 2 00                                                               | 16 00                               | 28 32                                   |                                                       | 43 09                                                         | 435 27    |
| 1197 84                                                   | 872 00                                   | 12 81                                                              |                                     | 28 00                                   |                                                       | 132 44                                                        | 1045 25   |
| 862 00                                                    | 400 00                                   |                                                                    |                                     | 47 13                                   |                                                       | 203 71                                                        | 650 84    |
| 536 95                                                    | 323 41                                   | 20 00                                                              |                                     | 45 03                                   |                                                       | 148 51                                                        | 586 95    |
| 520 00                                                    | 400 00                                   | 20 00                                                              |                                     |                                         |                                                       | 100 00                                                        | 520 00    |
| 1975 78                                                   | 920 46                                   | 52 00                                                              | 218 02                              | 50 33                                   |                                                       | 77 83                                                         | 1318 64   |
| 1673 59                                                   | 1056 80                                  | 49 80                                                              |                                     | 53 00                                   |                                                       | 175 67                                                        | 1335 27   |
| 566 11                                                    | 340 00                                   | 10 00                                                              |                                     |                                         |                                                       | 169 70                                                        | 519 70    |
| 3336 17                                                   | 1289 68                                  | 30 00                                                              | 1000 00                             | 4 90                                    |                                                       | 957 00                                                        | 3281 58   |
| 1288 88                                                   | 229 00                                   |                                                                    | 773 88                              |                                         |                                                       | 48 50                                                         | 1288 88   |
| 1054 81                                                   | 328 81                                   | 42 00                                                              |                                     | 237 50                                  |                                                       | 42 01                                                         | 139 89    |
| 1986 49                                                   | 758 94                                   | 10 25                                                              | 1 00                                | 445 52                                  |                                                       | 327 89                                                        | 1572 60   |
| 2507 86                                                   | 1605 00                                  | 31 50                                                              |                                     | 49 85                                   |                                                       | 167 67                                                        | 1854 02   |
| 386 73                                                    | 300 00                                   |                                                                    |                                     | 28 00                                   |                                                       | 58 73                                                         | 386 73    |
| 612 87                                                    | 500 00                                   |                                                                    |                                     |                                         |                                                       | 70 93                                                         | 570 93    |
| 681 28                                                    | 403 75                                   | 54 00                                                              | 100 20                              |                                         |                                                       | 123 33                                                        | 681 28    |
| 491 39                                                    | 420 00                                   |                                                                    |                                     |                                         |                                                       | 71 39                                                         | 491 39    |
| 1656 25                                                   | 665 00                                   | 62 50                                                              | 404 45                              | 45 18                                   |                                                       | 341 70                                                        | 1518 83   |
| 484 85                                                    | 438 24                                   | 10 00                                                              |                                     | 1 00                                    |                                                       | 14 32                                                         | 483 56    |
| 1766 46                                                   | 1214 53                                  | 35 00                                                              |                                     |                                         |                                                       | 140 55                                                        | 1390 08   |
| 1558 67                                                   | 1138 71                                  | 66 00                                                              | 12 00                               | 14 61                                   |                                                       | 186 96                                                        | 1418 28   |
| 517 78                                                    | 330 00                                   | 20 00                                                              |                                     |                                         |                                                       | 117 78                                                        | 517 78    |
| 4102 12                                                   | 1030 00                                  |                                                                    | 2932 55                             |                                         |                                                       | 139 57                                                        | 4102 12   |
| 542 78                                                    | 425 00                                   |                                                                    |                                     | 25 00                                   |                                                       | 92 78                                                         | 542 78    |
| 1486 82                                                   | 816 00                                   |                                                                    |                                     |                                         |                                                       | 132 30                                                        | 948 30    |
| 1099 84                                                   | 806 58                                   | 52 00                                                              |                                     | 2 72                                    |                                                       | 221 86                                                        | 1083 16   |
| 61566 28                                                  | 32723 02                                 | 898 72                                                             | 9625 23                             | 1828 67                                 |                                                       | 8708 67                                                       | 53784 31  |
|                                                           |                                          |                                                                    |                                     |                                         |                                                       |                                                               | 7781 97   |

TABLE A.—The Common

| VILLAGES.              | RECEIPTS BY LOCAL SCHOOL AUTHORITIES.        |                                                                 |                              |                              |                               |                                        |           | Balances. |
|------------------------|----------------------------------------------|-----------------------------------------------------------------|------------------------------|------------------------------|-------------------------------|----------------------------------------|-----------|-----------|
|                        | For Teachers' Salaries. (Legislative Grant.) | For Maps, Apparatus, Prizes and Libraries. (Legislative Grant.) | Municipal School Assessment. | Trustees' School Assessment. | Trustees' Rate Bill for Fees. | Clergy Reserve Fund and other sources. |           |           |
|                        | \$ cts.                                      | \$ cts.                                                         | \$ cts.                      | \$ cts.                      | \$ cts.                       | \$ cts.                                | \$ cts.   |           |
| Total Counties.....    | 135184 59                                    | 7014 16                                                         | 143406 00                    | 635534 20                    | 41899 63                      | 84413 99                               | 142546 70 |           |
| " Cities .....         | 12366 00                                     | 523 65                                                          | 58768 87                     | 8182 39                      | 4951 18                       | 7449 22                                | 17922 15  |           |
| " Towns.....           | 13933 16                                     | 906 23                                                          | 71971 83                     | 9723 68                      | 8812 73                       | 5603 61                                | 11507 62  |           |
| " Villages .....       | 6742 14                                      | 353 02                                                          | 30235 81                     | 5940 56                      | 3973 21                       | 7829 28                                | 6462 26   |           |
| Grand Total, 1864..... | 168225 89                                    | 8827 06                                                         | 304392 51                    | 659380 83                    | 59636 75                      | 105296 10                              | 178438 73 |           |
| " 1863.....            | 158073 54                                    | 8854 54                                                         | 287768 94                    | 631755 54                    | 72680 30                      | 106467 25                              | 167285 67 |           |
| Increase.....          | 10152 35                                     |                                                                 | 16613 57                     | 27625 29                     |                               |                                        | 11152 86  |           |
| Decrease .....         |                                              | 27 48                                                           |                              |                              | 13043 55                      | 1171 15                                |           |           |

Schools of Upper Canada, 1864.

EXPENDITURE BY LOCAL SCHOOL AUTHORITIES.

| Total Receipts for all Common School purposes during '63. | For Teachers' Salaries. | For Maps, Apparatus, Prizes and Libraries, including 100 per cent. | For Sites & Building School Houses. | For Rents and Repairs of School Houses. | For School Books, Stationery, Fuel, & other expenses. | Total Expenditure for all Common School purposes, during 1863. | Balances. |
|-----------------------------------------------------------|-------------------------|--------------------------------------------------------------------|-------------------------------------|-----------------------------------------|-------------------------------------------------------|----------------------------------------------------------------|-----------|
| \$ cts.                                                   | \$ cts.                 | \$ cts.                                                            | \$ cts.                             | \$ cts.                                 | \$ cts.                                               | \$ cts.                                                        | \$ cts.   |
| 1189999 27                                                | 832196 50               | 15791 47                                                           | 93437 35                            | 24824 95                                | 73126 91                                              | 1039377 18                                                     | 150622 09 |
| 110163 46                                                 | 55062 25                | 3645 98                                                            | 6812 90                             | 4141 77                                 | 15105 93                                              | 84768 83                                                       | 25394 63  |
| 122458 86                                                 | 76974 89                | 2813 77                                                            | 6181 02                             | 6208 01                                 | 15210 38                                              | 107388 07                                                      | 15070 79  |
| 61566 28                                                  | 32723 02                | 898 72                                                             | 9625 23                             | 1828 67                                 | 8708 67                                               | 53784 31                                                       | 7781 97   |
| 1484187 87                                                | 996956 66               | 23149 94                                                           | 116056 50                           | 37003 40                                | 112151 89                                             | 1285318 39                                                     | 198869 48 |
| 1432885 98                                                | 987555 53               | 20775 33                                                           | 106637 73                           | 34867 79                                | 104610 87                                             | 1254447 25                                                     | 178438 73 |
| 51301 89                                                  | 9401 13                 | 2374 61                                                            | 9418 77                             | 2135 61                                 | 7541 02                                               | 30871 14                                                       | 20430 75  |

TABLE B.—The Common Schools of Upper Canada, 1864.

PUPILS ATTENDING THE COMMON SCHOOLS.

| No. | COUNTIES.      | School population between 5 and 16 years of age. | Pupils between 5 and 16 years of age. | Pupils of other ages. | Total No. of pupils of all ages attending school. | Boys. | Girls. | Indigent pupils. | Number of Pupils attending School. |                |                 |                  |                  |                  | Less than 20 days during the year. | 20 to 50 days. | 50 to 100 days. | 100 to 150 days. | 150 to 200 days. | 200 to 244 days. | Whose days are not reported. | Number of children not attending any school whatever. | Average attendance of pupils. |
|-----|----------------|--------------------------------------------------|---------------------------------------|-----------------------|---------------------------------------------------|-------|--------|------------------|------------------------------------|----------------|-----------------|------------------|------------------|------------------|------------------------------------|----------------|-----------------|------------------|------------------|------------------|------------------------------|-------------------------------------------------------|-------------------------------|
|     |                |                                                  |                                       |                       |                                                   |       |        |                  | Less than 20 days during the year. | 20 to 50 days. | 50 to 100 days. | 100 to 150 days. | 150 to 200 days. | 200 to 244 days. |                                    |                |                 |                  |                  |                  |                              |                                                       |                               |
| 1   | Glengary       | 5361                                             | 4574                                  | 191                   | 4765                                              | 2491  | 2271   | 106              | 351                                | 774            | 1132            | 1073             | 817              | 515              | 82                                 | 717            | 1860            |                  |                  |                  |                              |                                                       |                               |
| 2   | Stormont       | 5101                                             | 4978                                  | 297                   | 4575                                              | 2361  | 2214   | 45               | 536                                | 902            | 1206            | 952              | 701              | 241              | 31                                 | 708            | 1656            |                  |                  |                  |                              |                                                       |                               |
| 3   | Dundas         | 3415                                             | 4065                                  | 407                   | 5072                                              | 2506  | 2476   | 102              | 537                                | 934            | 1207            | 907              | 792              | 288              | 347                                | 428            | 1979            |                  |                  |                  |                              |                                                       |                               |
| 4   | Prescott       | 4177                                             | 2712                                  | 100                   | 2812                                              | 1417  | 1365   | 6                | 375                                | 531            | 653             | 572              | 411              | 231              | 16                                 | 838            | 980             |                  |                  |                  |                              |                                                       |                               |
| 5   | Russell        | 2101                                             | 1399                                  | 47                    | 1446                                              | 733   | 663    | .....            | 185                                | 247            | 317             | 202              | 209              | 153              | 43                                 | 358            | 635             |                  |                  |                  |                              |                                                       |                               |
| 6   | Carlton        | 8619                                             | 6975                                  | 332                   | 7307                                              | 3858  | 3469   | 83               | 860                                | 1458           | 1706            | 1103             | 675              | 59               | 1016                               | 2187           |                 |                  |                  |                  |                              |                                                       |                               |
| 7   | Grenville      | 6001                                             | 5052                                  | 362                   | 5414                                              | 2806  | 2608   | 66               | 627                                | 1062           | 1331            | 1046             | 816              | 637              | 81                                 | 658            | 1871            |                  |                  |                  |                              |                                                       |                               |
| 8   | Leeds          | 3716                                             | 7958                                  | 701                   | 8662                                              | 4535  | 4127   | 147              | 958                                | 1688           | 2053            | 1703             | 1380             | 811              | 99                                 | 986            | 3001            |                  |                  |                  |                              |                                                       |                               |
| 9   | Lanark         | 8717                                             | 6585                                  | 291                   | 6979                                              | 3690  | 3289   | 43               | 710                                | 1437           | 1794            | 1371             | 1032             | 581              | 31                                 | 1097           | 2757            |                  |                  |                  |                              |                                                       |                               |
| 10  | Renfrew        | 6826                                             | 4353                                  | 177                   | 4530                                              | 2429  | 2101   | 26               | 705                                | 998            | 1222            | 758              | 452              | 205              | 90                                 | 1059           | 1419            |                  |                  |                  |                              |                                                       |                               |
| 11  | Frontenac      | 7019                                             | 5517                                  | 205                   | 5722                                              | 2915  | 2777   | 111              | 680                                | 991            | 1411            | 1120             | 848              | 485              | 187                                | 851            | 2001            |                  |                  |                  |                              |                                                       |                               |
| 12  | Addington      | 4821                                             | 3296                                  | 222                   | 4018                                              | 2147  | 1901   | 81               | 492                                | 990            | 1087            | 716              | 543              | 218              | .....                              | 833            | 1296            |                  |                  |                  |                              |                                                       |                               |
| 13  | Lennox         | 2314                                             | 2131                                  | 233                   | 2361                                              | 1131  | 1230   | 47               | 257                                | 523            | 556             | 411              | 255              | 118              | 241                                | 232            | 726             |                  |                  |                  |                              |                                                       |                               |
| 14  | Prince Edward  | 5328                                             | 4463                                  | 541                   | 5009                                              | 2695  | 2314   | 189              | 485                                | 889            | 1153            | 890              | 473              | .....            | 133                                | 2121           | 3245            |                  |                  |                  |                              |                                                       |                               |
| 15  | Hastings       | 10993                                            | 8768                                  | 623                   | 9391                                              | 4970  | 4421   | 81               | 1193                               | 1928           | 2472            | 1905             | 1288             | 620              | .....                              | 1241           | 3019            |                  |                  |                  |                              |                                                       |                               |
| 16  | Northumberland | 10001                                            | 8591                                  | 523                   | 9114                                              | 4810  | 4295   | 92               | 1096                               | 2012           | 2538            | 1867             | 1185             | 386              | .....                              | 1190           | 3032            |                  |                  |                  |                              |                                                       |                               |
| 17  | Durham         | 9218                                             | 7639                                  | 512                   | 8151                                              | 4413  | 3768   | 88               | 891                                | 1677           | 2312            | 1518             | 1153             | 625              | .....                              | 852            | 3052            |                  |                  |                  |                              |                                                       |                               |
| 18  | Peterborough   | 5695                                             | 4826                                  | 262                   | 4948                                              | 2751  | 2197   | 51               | 617                                | 1012           | 1282            | 943              | 692              | 432              | .....                              | 743            | 1793            |                  |                  |                  |                              |                                                       |                               |
| 19  | Victoria       | 6617                                             | 5636                                  | 453                   | 5779                                              | 3033  | 2746   | 36               | 646                                | 1103           | 1432            | 1274             | 849              | 485              | .....                              | 878            | 2165            |                  |                  |                  |                              |                                                       |                               |
| 20  | Ontario        | 16951                                            | 10001                                 | 1006                  | 11010                                             | 5928  | 5082   | 58               | 1176                               | 2029           | 2702            | 2229             | 1606             | 1021             | 244                                | 828            | 4267            |                  |                  |                  |                              |                                                       |                               |
| 21  | York           | 15301                                            | 12914                                 | 1282                  | 14196                                             | 7697  | 6529   | 190              | 1531                               | 2815           | 3581            | 2693             | 1982             | 1320             | 249                                | 1271           | 5403            |                  |                  |                  |                              |                                                       |                               |
| 22  | Peel           | 7198                                             | 6291                                  | 517                   | 6808                                              | 3782  | 3065   | 131              | 651                                | 1335           | 1778            | 1385             | 1516             | 516              | .....                              | 580            | 2494            |                  |                  |                  |                              |                                                       |                               |
| 23  | Simcoe         | 13889                                            | 10363                                 | 585                   | 11388                                             | 6033  | 5335   | 55               | 1373                               | 2409           | 2806            | 2165             | 1517             | 747              | 371                                | 2021           | 3941            |                  |                  |                  |                              |                                                       |                               |
| 24  | Haltim         | 5196                                             | 4639                                  | 404                   | 5048                                              | 2753  | 2265   | 226              | 438                                | 976            | 1360            | 1024             | 764              | 445              | 43                                 | 632            | 2282            |                  |                  |                  |                              |                                                       |                               |
| 25  | Brant          | 5619                                             | 4724                                  | 372                   | 5096                                              | 2724  | 2421   | 78               | 489                                | 900            | 1249            | 965              | 736              | 500              | 257                                | 569            | 2108            |                  |                  |                  |                              |                                                       |                               |
| 26  | Wentworth      | 8017                                             | 4469                                  | 398                   | 6387                                              | 3697  | 3240   | 193              | 708                                | 1210           | 1727            | 1344             | 921              | 608              | 349                                | 707            | 2572            |                  |                  |                  |                              |                                                       |                               |
| 27  | Lincoln        | 5307                                             | 4273                                  | 351                   | 4624                                              | 2536  | 2098   | 126              | 468                                | 1014           | 1168            | 903              | 613              | 314              | 144                                | 663            | 1518            |                  |                  |                  |                              |                                                       |                               |
| 28  | Welland        | 3905                                             | 5011                                  | 395                   | 5406                                              | 2909  | 2497   | 95               | 695                                | 1243           | 1486            | 978              | 562              | 238              | 201                                | 540            | 1703            |                  |                  |                  |                              |                                                       |                               |
| 29  | Haldimand      | 6399                                             | 5680                                  | 373                   | 6053                                              | 3241  | 2812   | 65               | 659                                | 1268           | 1499            | 1200             | 894              | 583              | 611                                | 2294           | 3111            |                  |                  |                  |                              |                                                       |                               |
| 30  | Norfolk        | 7117                                             | 6912                                  | 566                   | 7478                                              | 3860  | 3618   | 172              | 1052                               | 1642           | 2222            | 1389             | 886              | 321              | 4                                  | 860            | 2494            |                  |                  |                  |                              |                                                       |                               |
| 31  | Oxford         | 12215                                            | 10428                                 | 885                   | 11313                                             | 6166  | 5147   | 86               | 1310                               | 2264           | 3222            | 2193             | 1625             | 957              | 142                                | 931            | 4171            |                  |                  |                  |                              |                                                       |                               |
| 32  | Waterloo       | 9197                                             | 8225                                  | 378                   | 8603                                              | 4638  | 3943   | 61               | 714                                | 1710           | 2244            | 1870             | 1408             | 657              | .....                              | 617            | 3136            |                  |                  |                  |                              |                                                       |                               |

PUPILS ATTENDING THE COMMON SCHOOLS.

Number in the different branches of Instruction.

| No. | Reading.   |           |           |            | Arithmetic. | Grammar. | General Geography. | Canadian Geography. | History. | Writing. | Book-keeping. | Mensuration. | Algebra. | Geometry. | Natural Philosophy. | Vocal Music. | Linear Drawing. | Number of girls learning needlework. | Other studies. |
|-----|------------|-----------|-----------|------------|-------------|----------|--------------------|---------------------|----------|----------|---------------|--------------|----------|-----------|---------------------|--------------|-----------------|--------------------------------------|----------------|
|     | 1st class. | 2d class. | 3d class. | 4th class. |             |          |                    |                     |          |          |               |              |          |           |                     |              |                 |                                      |                |
| 1   | 962        | 777       | 875       | 898        | 1103        | 2415     | 1559               | 1307                | 358      | 667      | 147           | 38           | 122      | 95        | 270                 | 301          | 2               | 50                                   | 94             |
| 2   | 891        | 810       | 797       | 819        | 1206        | 2309     | 898                | 693                 | 195      | 516      | 83            | 23           | 40       | 11        | 33                  | 94           | 2               | 36                                   | 86             |
| 3   | 933        | 844       | 1000      | 1020       | 987         | 2400     | 920                | 806                 | 412      | 340      | 93            | 33           | 88       | 29        | 91                  | 126          | 15              | 36                                   | 86             |
| 4   | 721        | 512       | 547       | 523        | 474         | 1257     | 609                | 394                 | 69       | 203      | 17            | 18           | 7        | 1         | 45                  | 210          | 15              | 36                                   | 86             |
| 5   | 287        | 306       | 246       | 217        | 226         | 611      | 242                | 239                 | 99       | 669      | 31            | 4            | 15       | 11        | 35                  | 210          | 15              | 36                                   | 86             |
| 6   | 1367       | 1800      | 1431      | 1422       | 1431        | 3745     | 1510               | 1818                | 602      | 675      | 136           | 45           | 91       | 69        | 208                 | 19           | 6               | 8                                    | 1              |
| 7   | 876        | 929       | 973       | 1014       | 1268        | 2360     | 1181               | 960                 | 311      | 504      | 47            | 27           | 79       | 33        | 80                  | 26           | 18              | 8                                    | 1              |
| 8   | 1457       | 1550      | 1700      | 1749       | 2081        | 4433     | 1612               | 1497                | 340      | 822      | 160           | 86           | 201      | 51        | 119                 | 80           | 40              | 40                                   | 90             |
| 9   | 1238       | 1249      | 1420      | 1348       | 1405        | 3715     | 1592               | 1387                | 532      | 537      | 80            | 24           | 37       | 44        | 32                  | 403          | 61              | 40                                   | 90             |
| 10  | 1033       | 900       | 1098      | 786        | 688         | 2102     | 980                | 934                 | 226      | 188      | 37            | 18           | 29       | 10        | 49                  | 42           | 61              | 5                                    | 53             |
| 11  | 1739       | 1072      | 1162      | 972        | 995         | 2754     | 1134               | 1148                | 204      | 527      | 118           | 56           | 55       | 31        | 124                 | 308          | 1               | 24                                   | 7              |
| 12  | 680        | 679       | 753       | 740        | 862         | 2203     | 844                | 936                 | 253      | 776      | 2173          | 225          | 38       | 101       | 26                  | 51           | 5               | 63                                   | 138            |
| 13  | 357        | 397       | 376       | 364        | 547         | 1269     | 628                | 639                 | 148      | 420      | 142           | 30           | 87       | 28        | 50                  | 8            | 3               | 14                                   | 43             |
| 14  | 627        | 794       | 929       | 837        | 1382        | 3288     | 1393               | 1978                | 758      | 1156     | 251           | 20           | 37       | 30        | 124                 | 163          | 37              | 6                                    | 99             |
| 15  | 1926       | 1841      | 2033      | 1724       | 1728        | 5011     | 1846               | 2862                | 885      | 1084     | 4696          | 63           | 129      | 48        | 202                 | 506          | 32              | 48                                   | 105            |
| 16  | 1946       | 2317      | 2195      | 1644       | 1032        | 5178     | 3494               | 3904                | 1216     | 953      | 239           | 63           | 129      | 48        | 202                 | 506          | 32              | 48                                   | 105            |
| 17  | 1542       | 1714      | 1690      | 1847       | 1330        | 4824     | 1820               | 2001                | 1476     | 1141     | 84            | 24           | 189      | 76        | 144                 | 380          | 40              | 76                                   | 108            |
| 18  | 889        | 980       | 1166      | 1021       | 861         | 2770     | 1295               | 1745                | 751      | 479      | 79            | 57           | 43       | 43        | 85                  | 35           | 29              | 84                                   | 84             |
| 19  | 1139       | 1201      | 1217      | 1029       | 816         | 2783     | 1197               | 1277                | 530      | 616      | 2806          | 25           | 24       | 34        | 99                  | 533          | 85              | 1                                    | 70             |
| 20  | 1985       | 1928      | 2167      | 2035       | 2233        | 6500     | 3144               | 4049                | 2091     | 2011     | 2806          | 25           | 24       | 34        | 99                  | 533          | 85              | 1                                    | 70             |
| 21  | 2681       | 2902      | 2759      | 2427       | 2583        | 9250     | 4265               | 5469                | 2519     | 2437     | 3597          | 343          | 329      | 215       | 685                 | 3456         | 128             | 11                                   | 290            |
| 22  | 1296       | 1306      | 1338      | 1484       | 1560        | 4274     | 1934               | 2903                | 1150     | 1150     | 378           | 204          | 371      | 201       | 685                 | 2160         | 249             | 153                                  | 696            |
| 23  | 2294       | 2326      | 2574      | 1953       | 1908        | 5726     | 2683               | 3376                | 1556     | 1297     | 138           | 85           | 201      | 88        | 298                 | 525          | 6               | 40                                   | 239            |
| 24  | 786        | 923       | 982       | 869        | 1211        | 2228     | 1712               | 2028                | 560      | 986      | 6273          | 55           | 127      | 78        | 194                 | 1041         | 116             | 63                                   | 410            |
| 25  | 903        | 1017      | 1048      | 980        | 1074        | 3250     | 1610               | 2650                | 826      | 780      | 3166          | 80           | 189      | 132       | 318                 | 347          | 137             | 58                                   | 206            |
| 26  | 1141       | 1134      | 1308      | 1169       | 1329        | 3976     | 1765               | 2064                | 991      | 934      | 3166          | 130          | 80       | 189       | 318                 | 347          | 137             | 58                                   | 206            |
| 27  | 732        | 768       | 857       | 763        | 1006        | 2624     | 979                | 1159                | 517      | 652      | 110           | 64           | 132      | 77        | 161                 | 1398         | 45              | 58                                   | 189            |
| 28  | 924        | 898       | 982       | 1007       | 1219        | 3210     | 1325               | 1567                | 740      | 844      | 103           | 21           | 87       | 37        | 83                  | 532          | 25              | 16                                   | 49             |
| 29  | 1150       | 1156      | 1232      | 1157       | 1169        | 3330     | 1367               | 1904                | 709      | 689      | 245           | 69           | 143      | 39        | 215                 | 669          | 49              | 47                                   | 276            |
| 30  | 1423       | 1382      | 1483      | 1329       | 1530        | 4454     | 1846               | 2311                | 880      | 933      | 218           | 22           | 88       | 69        | 101                 | 170          | 12              | 30                                   | 1              |
| 31  | 2000       | 2032      | 2068      | 1870       | 2476        | 6478     | 3001               | 4352                | 2453     | 1935     | 6758          | 134          | 298      | 104       | 680                 | 1362         | 582             | 60                                   | 221            |
| 32  | 2006       | 2010      | 2123      | 1236       | 1168        | 5248     | 1872               | 2614                | 1294     | 833      | 5417          | 99           | 163      | 116       | 184                 | 1079         | 74              | 180                                  | 270            |

TABLE B.—The Common Schools of Upper Canada, 1864—Continued.

PUPILS ATTENDING THE COMMON SCHOOLS.

| No.        | COUNTRIES.—Con.            | School population between 5 and 16 years of age. | Pupils between 5 and 16 years of age. | Pupils of other ages. | Total No. of pupils of all ages attending school. | Boys.  | Girls. | Indigent pupils. | No. of Pupils attending School. |                 |                  |                  |                  |       | Less than 20 days during the year. | 20 to 50 days. | 50 to 100 days. | 100 to 150 days. | 150 to 200 days. | 200 to 244 days. | Those days are not reported. | No. of children not attending any school whatever. | Average attendance of pupils. |
|------------|----------------------------|--------------------------------------------------|---------------------------------------|-----------------------|---------------------------------------------------|--------|--------|------------------|---------------------------------|-----------------|------------------|------------------|------------------|-------|------------------------------------|----------------|-----------------|------------------|------------------|------------------|------------------------------|----------------------------------------------------|-------------------------------|
|            |                            |                                                  |                                       |                       |                                                   |        |        |                  | 20 to 50 days.                  | 50 to 100 days. | 100 to 150 days. | 150 to 200 days. | 200 to 244 days. |       |                                    |                |                 |                  |                  |                  |                              |                                                    |                               |
| 33         | Wellington.....            | 14000                                            | 11998                                 | 662                   | 12660                                             | 6821   | 5839   | 48               | 1504                            | 2599            | 3194             | 2497             | 1785             | 974   | 107                                | 1077           | 4523            |                  |                  |                  |                              |                                                    |                               |
| 34         | Grey.....                  | 13497                                            | 11341                                 | 462                   | 11803                                             | 6287   | 5516   | 24               | 1714                            | 2747            | 3008             | 2200             | 1385             | 733   | 16                                 | 1546           | 3748            |                  |                  |                  |                              |                                                    |                               |
| 35         | Perth.....                 | 12219                                            | 9343                                  | 431                   | 9774                                              | 5322   | 4452   | 39               | 1174                            | 1067            | 2339             | 1967             | 1329             | 588   | 210                                | 1265           | 3443            |                  |                  |                  |                              |                                                    |                               |
| 36         | Huron.....                 | 15604                                            | 12443                                 | 452                   | 12900                                             | 6923   | 5977   | 17               | 1398                            | 2636            | 2358             | 1869             | 1089             | 1089  | 1601                               | 1601           | 4422            |                  |                  |                  |                              |                                                    |                               |
| 37         | Bruce.....                 | 9380                                             | 8314                                  | 261                   | 8575                                              | 4690   | 3986   | 12               | 1272                            | 1942            | 2280             | 1565             | 903              | 308   | 305                                | 2547           | 2547            |                  |                  |                  |                              |                                                    |                               |
| 38         | Madison.....               | 18904                                            | 15287                                 | 4051                  | 16338                                             | 8765   | 7573   | 78               | 1756                            | 3166            | 3314             | 3257             | 2691             | 1381  | 173                                | 1566           | 5816            |                  |                  |                  |                              |                                                    |                               |
| 39         | Elgin.....                 | 3165                                             | 7406                                  | 762                   | 8168                                              | 4442   | 3726   | 106              | 867                             | 1650            | 2011             | 1720             | 1274             | 646   | .....                              | 835            | 3009            |                  |                  |                  |                              |                                                    |                               |
| 40         | Kenilworth.....            | 7916                                             | 6412                                  | 517                   | 6929                                              | 3810   | 3110   | 13               | 891                             | 1474            | 1715             | 1442             | 957              | 450   | .....                              | 1357           | 2383            |                  |                  |                  |                              |                                                    |                               |
| 41         | Lambton.....               | 7850                                             | 6610                                  | 368                   | 6978                                              | 3736   | 3252   | 195              | 863                             | 1490            | 1825             | 1430             | 950              | 420   | .....                              | 603            | 2210            |                  |                  |                  |                              |                                                    |                               |
| 42         | Essex.....                 | 5599                                             | 4396                                  | 269                   | 4665                                              | 2495   | 2170   | 26               | 638                             | 352             | 1168             | 858              | 561              | 221   | 331                                | 694            | 1623            |                  |                  |                  |                              |                                                    |                               |
| 43         | District of Algonquin..... | 293                                              | 85                                    | .....                 | 85                                                | 48     | 37     | 9                | 5                               | 5               | 8                | 21               | 46               | ..... | 40                                 | 55             | 20              |                  |                  |                  |                              |                                                    |                               |
| Total..... |                            | 353165                                           | 289516                                | 19367                 | 308883                                            | 164963 | 143920 | 3509             | 35608                           | 62592           | 78234            | 60769            | 43765            | 23376 | 4609                               | 38308          | 120053          |                  |                  |                  |                              |                                                    |                               |
| CITIES.    |                            |                                                  |                                       |                       |                                                   |        |        |                  |                                 |                 |                  |                  |                  |       |                                    |                |                 |                  |                  |                  |                              |                                                    |                               |
| 44         | Toronto.....               | 10100                                            | 7931                                  | 72                    | 8003                                              | 4162   | 3841   | .....            | 832                             | 1412            | 1790             | 1430             | 1530             | 989   | .....                              | 200            | 3661            |                  |                  |                  |                              |                                                    |                               |
| 45         | Hamilton.....              | 4500                                             | 4432                                  | 67                    | 4499                                              | 2277   | 2222   | 171              | 297                             | 566             | 1654             | 900              | 1101             | 482   | 99                                 | .....          | 2357            |                  |                  |                  |                              |                                                    |                               |
| 45         | Kingston.....              | 3393                                             | 3093                                  | 38                    | 3131                                              | 1670   | 1461   | .....            | 123                             | 322             | 663              | 764              | 524              | 495   | 250                                | 129            | 1620            |                  |                  |                  |                              |                                                    |                               |
| 47         | London.....                | 3445                                             | 3506                                  | 66                    | 1825                                              | 1681   | 1568   | .....            | 255                             | 403             | 594              | 599              | 500              | 1225  | .....                              | .....          | 1313            |                  |                  |                  |                              |                                                    |                               |
| 48         | Ottawa.....                | 3500                                             | 3003                                  | 35                    | 3041                                              | 1535   | 1506   | .....            | 319                             | 590             | 794              | 614              | 490              | 234   | .....                              | .....          | 1645            |                  |                  |                  |                              |                                                    |                               |
| Total..... |                            | 24938                                            | 21899                                 | 281                   | 22180                                             | 11469  | 10711  | 171              | 1326                            | 3293            | 4895             | 4247             | 4145             | 3425  | 349                                | 329            | 10496           |                  |                  |                  |                              |                                                    |                               |
| TOWNS.     |                            |                                                  |                                       |                       |                                                   |        |        |                  |                                 |                 |                  |                  |                  |       |                                    |                |                 |                  |                  |                  |                              |                                                    |                               |
| 49         | Amherstburg.....           | 555                                              | 444                                   | 17                    | 461                                               | 274    | 187    | .....            | 32                              | 65              | 101              | 73               | 109              | 81    | .....                              | .....          | 226             |                  |                  |                  |                              |                                                    |                               |
| 50         | Barris.....                | 800                                              | 578                                   | 12                    | 590                                               | 286    | 304    | .....            | 76                              | 105             | 161              | 138              | 87               | 23    | .....                              | .....          | 212             |                  |                  |                  |                              |                                                    |                               |
| 51         | Bellefleur.....            | 1980                                             | 1780                                  | 2                     | 1782                                              | 953    | 829    | 16               | 182                             | 322             | 360              | 488              | 292              | 138   | .....                              | .....          | 869             |                  |                  |                  |                              |                                                    |                               |

PUPILS ATTENDING THE COMMON SCHOOLS.

Number in the different branches of Instruction.

| No. | Reading.            |           |           |            |            | Arithmetic. | Grammar. | General Geography. | Canadian Geography. | History. | Writing. | Book-keeping. | Mensuration. | Algebra. | Geometry. | Natural Phil-osophy. | Vocal Music. | Literary Drawing. | No. of girls learning needlework. | Other studies. |
|-----|---------------------|-----------|-----------|------------|------------|-------------|----------|--------------------|---------------------|----------|----------|---------------|--------------|----------|-----------|----------------------|--------------|-------------------|-----------------------------------|----------------|
|     | 1st class (lowest). | 2d class. | 3d class. | 4th class. | 5th class. |             |          |                    |                     |          |          |               |              |          |           |                      |              |                   |                                   |                |
| 33  | 2430                | 2559      | 2599      | 2301       | 2169       | 6733        | 2911     | 3836               | 1849                | 1685     | 6005     | 149           | 119          | 178      | 110       | 406                  | 1630         | 143               | 8                                 | 214            |
| 34  | 2477                | 2544      | 2772      | 1921       | 1899       | 6391        | 2712     | 3615               | 1768                | 869      | 6283     | 352           | 412          | 302      | 99        | 690                  | 1065         | 96                | 30                                | 173            |
| 35  | 1933                | 1804      | 1955      | 1479       | 1457       | 4983        | 1931     | 2837               | 1382                | 1195     | 4074     | 109           | 74           | 166      | 94        | 126                  | 852          | 31                | ...                               | 166            |
| 36  | 2487                | 2603      | 2869      | 2401       | 2051       | 6721        | 3142     | 4546               | 1688                | 1343     | 6711     | 152           | 109          | 157      | 102       | 340                  | 1148         | 29                | 46                                | 376            |
| 37  | 1995                | 1896      | 1897      | 1451       | 1058       | 4027        | 1757     | 2798               | 1331                | 525      | 3835     | 52            | 33           | 38       | 24        | 91                   | 1095         | 59                | 19                                | 320            |
| 38  | 3315                | 2832      | 3137      | 2768       | 3858       | 9969        | 4320     | 6340               | 2281                | 2470     | 8873     | 260           | 157          | 362      | 214       | 443                  | 1240         | 330               | 118                               | 191            |
| 39  | 1303                | 1289      | 1583      | 975        | 2363       | 4993        | 2430     | 3400               | 1412                | 1809     | 4809     | 312           | 139          | 237      | 127       | 427                  | 756          | 37                | 5                                 | 413            |
| 40  | 1381                | 1284      | 1238      | 950        | 1319       | 3946        | 1397     | 2395               | 1043                | 810      | 3089     | 188           | 57           | 130      | 53        | 134                  | 478          | 29                | 40                                | 70             |
| 41  | 1685                | 1441      | 1327      | 1150       | 1342       | 3429        | 1857     | 2051               | 784                 | 776      | 3318     | 76            | 24           | 73       | 42        | 184                  | 526          | 2                 | ...                               | 30             |
| 42  | 1139                | 897       | 867       | 775        | 602        | 2123        | 782      | 904                | 465                 | 434      | 2182     | 55            | 17           | 47       | 11        | 32                   | 73           | ...               | 44                                | 5              |
| 43  | 18                  | 16        | 17        | 14         | 29         | 9           | 10       | ...                | ...                 | 33       | ...      | ...           | ...          | ...      | ...       | ...                  | ...          | ...               | ...                               | ...            |
| 44  | 60114               | 59414     | 62740     | 54448      | 59303      | 168687      | 75745    | 96537              | 39840               | 39084    | 164035   | 6701          | 2862         | 5817     | 2832      | 9035                 | 28269        | 2548              | 1430                              | 6536           |
| 45  | 2668                | 2240      | 1671      | 1327       | 607        | 6143        | 3232     | 6345               | 2449                | 2595     | 4425     | 163           | 195          | 316      | 243       | 210                  | 2504         | 109               | 1731                              | 81             |
| 46  | 500                 | 613       | 920       | 477        | 155        | 1726        | 1511     | 4435               | 2777                | 767      | 3981     | 91            | 99           | 112      | 72        | 129                  | 3601         | 1362              | 680                               | 3009           |
| 47  | 970                 | 1468      | 412       | 322        | 230        | 2824        | 1065     | 1615               | 795                 | 458      | 1005     | 88            | 157          | 170      | 88        | 187                  | 120          | 111               | 725                               | 279            |
| 48  | 860                 | 501       | 539       | 392        | 422        | 1741        | 1261     | 1211               | 764                 | 879      | 1505     | 65            | 72           | 465      | 56        | 184                  | 3043         | 465               | 475                               | 162            |
| 49  | 6290                | 6365      | 4002      | 2871       | 1769       | 16160       | 8641     | 16193              | 7715                | 6234     | 14018    | 460           | 549          | 1113     | 515       | 811                  | 10908        | 1987              | 3621                              | 4336           |
| 50  | 97                  | 96        | 101       | 88         | 79         | 371         | 228      | 214                | 251                 | 128      | 316      | 22            | 30           | 18       | 32        | 65                   | 289          | ...               | ...                               | ...            |
| 51  | 196                 | 143       | 124       | 111        | 67         | 392         | 274      | 216                | 192                 | 100      | 330      | 3             | ...          | 14       | 20        | ...                  | 30           | ...               | 199                               | ...            |
| 52  | 490                 | 339       | 370       | 263        | 330        | 1159        | 770      | 942                | 822                 | 462      | 1103     | 21            | ...          | 6        | 335       | 190                  | ...          | ...               | ...                               | ...            |

TABLE B.—The Common Schools of Upper Canada—(Continued.)

PUPILS ATTENDING THE COMMON SCHOOLS.

| No. | TOWNS.—Cont'd. | School population between 5 and 16 years of age. | Pupils between 5 and 16 years of age. | Pupils of other ages. | Total No. of pupils of all ages attending school. | Boys. | Girls. | Indigent pupils. | No. of Pupils Attending School.    |                |                 |                  |                  |                  | No. of children not attending any school whatever. | Average attendance of pupils. |
|-----|----------------|--------------------------------------------------|---------------------------------------|-----------------------|---------------------------------------------------|-------|--------|------------------|------------------------------------|----------------|-----------------|------------------|------------------|------------------|----------------------------------------------------|-------------------------------|
|     |                |                                                  |                                       |                       |                                                   |       |        |                  | Less than 20 days during the year. | 20 to 50 days. | 50 to 100 days. | 100 to 150 days. | 150 to 200 days. | 200 to 232 days. |  |  | Whose days are not reported. |
| 52  | Berlin         | 750                                              | 727                                   | 18                    | 745                                               | 390   | 355    | 11               | 73                                 | 141            | 202             | 180              | 125              | 18               | 349                                                |                               |
| 53  | Baymanville    | 550                                              | 387                                   | .....                 | 387                                               | 210   | 177    | 56               | 21                                 | 86             | 107             | 85               | 79               | 9                | 155                                                |                               |
| 54  | Brantford      | 1778                                             | 1718                                  | 39                    | 1757                                              | 959   | 798    | .....            | 183                                | 269            | 429             | 353              | 361              | 162              | 919                                                |                               |
| 55  | Brockville     | 1100                                             | 904                                   | 41                    | 1035                                              | 482   | 553    | .....            | 58                                 | 83             | 138             | 153              | 151              | 284              | 560                                                |                               |
| 56  | Chatham        | 1000                                             | 949                                   | 35                    | 984                                               | 522   | 462    | .....            | 109                                | 149            | 287             | 170              | 173              | 72               | 395                                                |                               |
| 57  | Clifton        | 372                                              | 349                                   | 11                    | 360                                               | 187   | 173    | 30               | 52                                 | 79             | 99              | 49               | 65               | 16               | 136                                                |                               |
| 58  | Cobourg        | 1055                                             | 866                                   | 25                    | 831                                               | 508   | 323    | 162              | 52                                 | 112            | 191             | 194              | 137              | 145              | 381                                                |                               |
| 59  | Collingwood    | 500                                              | 424                                   | 10                    | 434                                               | 235   | 196    | .....            | 19                                 | 24             | 96              | 67               | 66               | 32               | 153                                                |                               |
| 60  | Cornwall       | 500                                              | 417                                   | 41                    | 458                                               | 250   | 208    | .....            | 19                                 | 24             | 108             | 102              | 119              | 85               | 190                                                |                               |
| 61  | Dundas         | 750                                              | 674                                   | 11                    | 685                                               | 362   | 323    | 97               | 54                                 | 132            | 173             | 154              | 124              | 20               | 266                                                |                               |
| 62  | Galt           | 385                                              | 785                                   | .....                 | 785                                               | 385   | 400    | .....            | 11                                 | 71             | 267             | 197              | 187              | 112              | 504                                                |                               |
| 63  | Goderich       | 378                                              | 802                                   | 14                    | 816                                               | 428   | 388    | .....            | 97                                 | 130            | 190             | 135              | 158              | 106              | 374                                                |                               |
| 64  | Guelph         | 1260                                             | 1236                                  | 9                     | 1247                                              | 691   | 556    | 47               | 111                                | 336            | 389             | 213              | 198              | 40               | 481                                                |                               |
| 65  | Ingersoll      | 550                                              | 460                                   | 26                    | 486                                               | 219   | 267    | 37               | 60                                 | 125            | 126             | 100              | 58               | 11               | 175                                                |                               |
| 66  | Lindsay        | 300                                              | 649                                   | 5                     | 654                                               | 332   | 302    | .....            | 82                                 | 94             | 135             | 141              | 152              | 50               | 310                                                |                               |
| 67  | Milton         | 750                                              | 246                                   | 17                    | 263                                               | 143   | 120    | .....            | 13                                 | 29             | 47              | 58               | 64               | 52               | 102                                                |                               |
| 68  | Napanee        | 475                                              | 478                                   | 17                    | 495                                               | 252   | 243    | 12               | 12                                 | 33             | 160             | 100              | 79               | 30               | 193                                                |                               |
| 69  | Niagara        | 584                                              | 389                                   | 5                     | 394                                               | 213   | 181    | .....            | 43                                 | 63             | 64              | 57               | 36               | 142              | 186                                                |                               |
| 70  | Oakville       | 460                                              | 441                                   | 18                    | 459                                               | 248   | 211    | 25               | 61                                 | 76             | 133             | 106              | 70               | 13               | 303                                                |                               |
| 71  | Owen Sound     | 725                                              | 569                                   | 12                    | 581                                               | 319   | 262    | .....            | 54                                 | 78             | 137             | 120              | 143              | 15               | 180                                                |                               |
| 72  | Paris          | 665                                              | 622                                   | .....                 | 622                                               | 322   | 300    | .....            | 49                                 | 96             | 216             | 135              | 106              | 49               | 281                                                |                               |
| 73  | Perth          | 700                                              | 617                                   | 17                    | 634                                               | 332   | 301    | .....            | 33                                 | 90             | 141             | 138              | 183              | 2                | 311                                                |                               |
| 74  | Peterborough   | 1000                                             | 989                                   | 63                    | 1052                                              | 551   | 501    | 104              | 37                                 | 191            | 302             | 239              | 173              | 110              | 459                                                |                               |
| 75  | Pictou         | 420                                              | 422                                   | 3                     | 425                                               | 246   | 179    | .....            | 100                                | 83             | 18              | 22               | 20               | 25               | 187                                                |                               |
| 76  | Port Hope      | 1075                                             | 861                                   | 29                    | 890                                               | 504   | 386    | 59               | 48                                 | 83             | 110             | 111              | 136              | 327              | 207                                                |                               |
| 77  | Prescott       | 666                                              | 475                                   | 17                    | 492                                               | 266   | 226    | 13               | 36                                 | 52             | 144             | 103              | 65               | 50               | 424                                                |                               |
| 78  | Sandwich       | 440                                              | 297                                   | .....                 | 297                                               | 150   | 147    | .....            | 45                                 | 94             | 52              | 67               | 76               | 14               | 133                                                |                               |
| 79  | St. Catharines | 460                                              | 365                                   | 13                    | 368                                               | 200   | 168    | 43               | 45                                 | 90             | 88              | 80               | 52               | 13               | 175                                                |                               |
| 80  | St. Catharines | 1637                                             | 1537                                  | 39                    | 1576                                              | 855   | 721    | 40               | 135                                | 179            | 408             | 477              | 287              | 90               | 747                                                |                               |
| 81  | St. Mary's     | 867                                              | 825                                   | 7                     | 832                                               | 410   | 422    | .....            | 165                                | 169            | 203             | 130              | 111              | 24               | 268                                                |                               |
| 82  | St. Thomas     | 631                                              | 369                                   | 35                    | 404                                               | 215   | 189    | 38               | 13                                 | 80             | 116             | 72               | 80               | 43               | 183                                                |                               |
| 83  | Simcoe         | 450                                              | 411                                   | 30                    | 441                                               | 265   | 176    | .....            | 49                                 | 53             | 94              | 95               | 139              | 11               | 232                                                |                               |



PUPILS ATTENDING THE COMMON SCHOOLS.

Number in the different branches of Instruction.

| No. | Reading.            |           |           |            |            | Arithmetic. | Grammar. | General Geography. | Canadian Geography. | History. | Writing. | Book-keeping. | Mensuration. | Algebra. | Geometry. | Natural Phil-osophy. | Vocal Music. | Linear Drawings. | Number of girls learning needlework. | Other studies. |
|-----|---------------------|-----------|-----------|------------|------------|-------------|----------|--------------------|---------------------|----------|----------|---------------|--------------|----------|-----------|----------------------|--------------|------------------|--------------------------------------|----------------|
|     | 1st class (lowest). | 2d class. | 3d class. | 4th class. | 5th class. |             |          |                    |                     |          |          |               |              |          |           |                      |              |                  |                                      |                |
| 52  | 228                 |           |           |            |            | 475         | 178      | 601                |                     | 178      | 388      | 11            | 8            | 22       | 25        | 76                   | 480          | 143              |                                      | 94             |
| 53  | 108                 |           |           | 50         | 68         | 306         | 187      | 306                | 226                 | 60       | 242      | 24            |              | 16       |           |                      | 16           | 51               |                                      | 24             |
| 54  | 659                 |           |           | 143        | 382        | 1629        | 746      | 1629               | 224                 | 494      | 1590     | 66            | 66           | 131      |           | 131                  | 1178         | 278              |                                      | 251            |
| 55  | 108                 |           |           | 219        | 148        | 691         | 441      | 421                | 421                 | 264      | 581      | 112           | 112          | 115      | 10        |                      |              |                  |                                      | 112            |
| 56  | 288                 |           |           | 162        | 170        | 619         | 389      | 669                | 110                 | 105      | 630      | 27            | 46           | 52       |           | 30                   |              |                  |                                      | 43             |
| 57  | 87                  |           |           | 55         | 62         | 278         | 141      | 186                | 70                  | 80       | 217      | 13            | 1            | 7        | 5         | 35                   | 163          | 10               |                                      | 100            |
| 58  | 135                 |           |           | 122        | 160        | 572         | 317      | 384                | 209                 | 133      | 558      | 29            | 2            | 27       | 6         | 78                   |              |                  |                                      | 49             |
| 59  | 111                 |           |           | 103        | 137        | 279         | 81       | 100                | 53                  | 51       | 320      | 2             | 2            | 5        | 3         |                      |              |                  |                                      |                |
| 60  | 85                  |           |           | 96         | 74         | 458         | 366      | 366                | 296                 | 110      | 388      | 39            | 12           | 51       | 17        | 55                   | 368          |                  |                                      | 55             |
| 61  | 162                 |           |           | 113        | 111        | 542         | 392      | 539                | 335                 | 219      | 553      | 102           | 10           | 36       | 7         | 37                   | 50           | 48               |                                      | 25             |
| 62  | 130                 |           |           | 217        | 170        | 585         | 374      | 535                |                     | 140      | 535      | 56            |              | 49       | 35        | 36                   |              | 68               |                                      |                |
| 63  | 294                 |           |           | 101        | 90         | 816         | 379      | 522                | 522                 | 90       | 379      | 40            | 4            | 40       | 30        | 90                   | 816          | 50               |                                      |                |
| 64  | 239                 |           |           | 320        | 240        | 782         | 484      | 487                | 82                  | 121      | 681      | 19            | 8            | 9        | 10        | 37                   | 52           | 6                |                                      | 113            |
| 65  | 75                  |           |           | 74         | 82         | 380         | 86       | 236                | 80                  | 146      | 392      | 7             | 9            | 10       | 6         |                      |              |                  |                                      | 7              |
| 66  | 184                 |           |           | 118        | 124        | 300         | 175      | 205                | 50                  | 136      | 415      | 3             |              | 13       | 12        | 30                   | 250          |                  |                                      | 170            |
| 67  | 45                  |           |           | 67         | 54         | 160         | 110      | 116                | 30                  | 34       | 153      | 14            | 26           | 2        |           |                      |              |                  |                                      |                |
| 68  | 94                  |           |           | 91         | 38         | 230         | 138      | 138                | 31                  | 20       | 226      |               |              |          |           | 14                   |              |                  |                                      |                |
| 69  | 110                 |           |           | 42         | 33         | 321         | 163      | 163                |                     | 83       | 254      | 2             |              | 15       | 10        | 33                   |              |                  |                                      |                |
| 70  | 188                 |           |           | 79         | 99         | 263         | 108      | 156                |                     | 14       | 264      |               |              |          |           |                      | 217          | 208              |                                      | 40             |
| 71  | 131                 |           |           | 158        | 90         | 371         | 248      | 248                | 248                 |          | 605      |               |              |          |           | 34                   |              |                  |                                      |                |
| 72  | 246                 |           |           | 111        | 72         | 622         | 228      | 606                | 131                 | 135      | 605      | 6             |              |          |           |                      |              |                  |                                      |                |
| 73  | 138                 |           |           | 118        | 107        | 528         | 206      | 504                | 130                 | 69       | 272      | 3             | 7            | 16       | 14        | 16                   | 22           | 21               |                                      | 107            |
| 74  | 222                 |           |           | 338        | 264        | 188         | 702      | 707                | 248                 | 459      | 877      | 28            | 2            | 46       | 43        | 95                   |              |                  |                                      |                |
| 75  | 82                  |           |           | 95         | 48         | 843         | 108      | 155                | 155                 | 75       | 212      | 26            | 4            | 1        | 5         |                      |              |                  |                                      |                |
| 76  | 190                 |           |           | 100        | 97         | 273         | 195      | 273                | 85                  | 85       | 273      | 19            | 25           | 65       | 18        | 65                   |              | 9                |                                      |                |
| 77  | 123                 |           |           | 107        | 34         | 299         | 162      | 212                | 142                 | 43       | 306      | 16            | 6            | 4        | 1         |                      | 82           | 8                |                                      | 4              |
| 78  | 73                  |           |           | 44         | 22         | 166         | 103      | 99                 |                     | 36       | 161      | 6             |              |          |           | 8                    |              | 60               |                                      |                |
| 79  | 86                  |           |           | 85         | 15         | 283         | 136      | 183                | 183                 | 30       | 183      | 5             |              | 12       | 4         | 12                   |              |                  |                                      |                |
| 80  | 438                 |           |           | 398        | 268        | 873         | 560      | 591                | 159                 | 136      | 993      | 40            |              | 31       | 22        | 76                   | 555          | 47               |                                      | 30             |
| 81  | 170                 |           |           | 110        | 95         | 662         | 395      | 662                | 211                 | 141      | 305      |               |              | 64       |           |                      | 121          |                  |                                      |                |
| 82  | 53                  |           |           | 60         | 111        | 358         | 187      | 305                |                     | 73       | 805      | 20            | 11           | 15       | 14        |                      | 87           |                  |                                      | 25             |
| 83  | 66                  |           |           | 76         | 142        | 421         | 299      | 319                | 76                  | 299      | 299      | 46            | 6            | 111      | 33        | 142                  |              |                  |                                      | 34             |

TABLE B.—The Common Schools of Upper Canada—(Continued).

PUPILS ATTENDING THE COMMON SCHOOLS.

| No. | TOWNS—Con.      | School population between 5 and 16 years of age. | Pupils between 5 and 16 years of age. | Pupils of other ages | Total No. of pupils of all ages attending School. | Boys. | Girls. | Indigent pupils. | No. of Pupils attending School. |                 |                  |                  |                  |       | Less than 20 days during the year. | 20 to 50 days. | 50 to 100 days. | 100 to 150 days. | 150 to 200 days. | 200 to 244 days. | Those days are not reported. | No. of children not attending any school whatever. | Average attendance of pupils. |
|-----|-----------------|--------------------------------------------------|---------------------------------------|----------------------|---------------------------------------------------|-------|--------|------------------|---------------------------------|-----------------|------------------|------------------|------------------|-------|------------------------------------|----------------|-----------------|------------------|------------------|------------------|------------------------------|----------------------------------------------------|-------------------------------|
|     |                 |                                                  |                                       |                      |                                                   |       |        |                  | 20 to 50 days.                  | 50 to 100 days. | 100 to 150 days. | 150 to 200 days. | 200 to 244 days. |       |                                    |                |                 |                  |                  |                  |                              |                                                    |                               |
| 84  | Stratford       | 726                                              | 691                                   | 12                   | 703                                               | 379   | 324    | .....            | 57                              | 152             | 145              | 204              | 110              | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | 174                          | 352                                                |                               |
| 85  | Whitby          | 820                                              | 785                                   | 35                   | 816                                               | 364   | 452    | .....            | 68                              | 165             | 170              | 206              | 165              | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | 20                           | 430                                                |                               |
| 86  | Windsor         | 926                                              | 839                                   | 16                   | 855                                               | 305   | 550    | .....            | 87                              | 102             | 120              | 222              | 41               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | 50                           | 422                                                |                               |
| 87  | Woodstock       | 1011                                             | 832                                   | 15                   | 847                                               | 436   | 411    | 36               | 103                             | 196             | 164              | 164              | 131              | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 12094                                              |                               |
|     | Total           | 31001                                            | 26951                                 | 712                  | 27663                                             | 14722 | 12941  | 826              | 4262                            | 6567            | 5716             | 5217             | 2626             | 832   | 1400                               | .....          | .....           | .....            | .....            | .....            | .....                        | .....                                              |                               |
|     | VILLAGES.       |                                                  |                                       |                      |                                                   |       |        |                  |                                 |                 |                  |                  |                  |       |                                    |                |                 |                  |                  |                  |                              |                                                    |                               |
| 88  | Arnprior        | 350                                              | 243                                   | 1                    | 244                                               | 141   | 103    | 9                | 22                              | 31              | 56               | 21               | 68               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 121                                                |                               |
| 89  | Ashburnham      | 280                                              | 160                                   | 0                    | 160                                               | 115   | 54     | 14               | 10                              | 35              | 31               | 11               | 37               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 84                                                 |                               |
| 90  | Aurora          | 270                                              | 221                                   | 11                   | 232                                               | 122   | 110    | 21               | 26                              | 44              | 56               | 32               | 20               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 83                                                 |                               |
| 91  | Bath            | 85                                               | 81                                    | .....                | 81                                                | 39    | 42     | .....            | 9                               | 13              | 18               | 9                | 9                | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 34                                                 |                               |
| 92  | Bradford        | 350                                              | 175                                   | 4                    | 179                                               | 100   | 79     | 25               | 13                              | 19              | 29               | 57               | 38               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 98                                                 |                               |
| 93  | Brampton        | 450                                              | 275                                   | .....                | 275                                               | 155   | 220    | .....            | 16                              | 93              | 80               | 34               | 34               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 203                                                |                               |
| 94  | Brighton        | 342                                              | 331                                   | 11                   | 342                                               | 164   | 181    | .....            | 53                              | 82              | 57               | 44               | 21               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 125                                                |                               |
| 95  | Chilodonia      | 280                                              | 244                                   | 5                    | 249                                               | 132   | 116    | 15               | 61                              | 45              | 36               | 15               | 15               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 93                                                 |                               |
| 96  | Cayuga          | 230                                              | 200                                   | 1                    | 201                                               | 116   | 85     | .....            | 36                              | 27              | 22               | 47               | 65               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 91                                                 |                               |
| 97  | Chippewa        | 400                                              | 387                                   | 6                    | 393                                               | 195   | 198    | 10               | 52                              | 49              | 62               | 71               | 40               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 187                                                |                               |
| 98  | Clinton         | 271                                              | 271                                   | 12                   | 283                                               | 137   | 146    | .....            | 37                              | 57              | 34               | 43               | 51               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 138                                                |                               |
| 99  | Colborne        | 245                                              | 137                                   | 7                    | 144                                               | 74    | 70     | .....            | .....                           | 7               | 30               | 26               | 60               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 93                                                 |                               |
| 100 | Danville        | 360                                              | 300                                   | 10                   | 310                                               | 169   | 150    | .....            | 50                              | 60              | 40               | 60               | 39               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 164                                                |                               |
| 101 | Flora           | 420                                              | 403                                   | 10                   | 413                                               | 236   | 177    | .....            | 39                              | 99              | 84               | 60               | 42               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 175                                                |                               |
| 102 | Embro           | 140                                              | 133                                   | 18                   | 151                                               | 81    | 70     | 1                | 5                               | 30              | 26               | 50               | 40               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 79                                                 |                               |
| 103 | Fergus          | 290                                              | 252                                   | 4                    | 256                                               | 168   | 88     | 12               | 23                              | 25              | 57               | 45               | 20               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 124                                                |                               |
| 104 | Fort Erie       | 260                                              | 170                                   | 12                   | 182                                               | 95    | 87     | .....            | 12                              | 16              | 19               | 21               | 33               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 92                                                 |                               |
| 105 | Gananoque       | 337                                              | 250                                   | 5                    | 255                                               | 115   | 140    | .....            | 10                              | 22              | 68               | 46               | 61               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 177                                                |                               |
| 106 | Hawkesbury      | 304                                              | 274                                   | .....                | 274                                               | 148   | 126    | .....            | 18                              | 53              | 76               | 36               | 18               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 114                                                |                               |
| 107 | Hesseler        | 260                                              | 236                                   | 2                    | 238                                               | 130   | 108    | .....            | 21                              | 42              | 48               | 39               | 48               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 110                                                |                               |
| 108 | Holland Landing | 212                                              | 198                                   | 10                   | 208                                               | 103   | 105    | .....            | 16                              | 37              | 42               | 46               | 11               | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 80                                                 |                               |
| 109 | Irequisit       | 246                                              | 106                                   | 5                    | 111                                               | 71    | 40     | 12               | 8                               | 31              | 26               | 22               | 8                | ..... | .....                              | .....          | .....           | .....            | .....            | .....            | .....                        | 41                                                 |                               |

PUPILS ATTENDING THE COMMON SCHOOLS.

Number in the different branches of instruction.

| No. | Reading.             |           |           |            |            | Arithmetic. | Grammar. | General Geography. | Canadian Geography. | History. | Writing. | Book-keeping. | Mensuration. | Algebra. | Geometry. | Natural Phil-osophy. | Vocal Music. | Linear Drawing. | Number of girls learning needlework. | Other studies. |
|-----|----------------------|-----------|-----------|------------|------------|-------------|----------|--------------------|---------------------|----------|----------|---------------|--------------|----------|-----------|----------------------|--------------|-----------------|--------------------------------------|----------------|
|     | 1st class. (lowest.) | 2d class. | 3d class. | 4th class. | 5th class. |             |          |                    |                     |          |          |               |              |          |           |                      |              |                 |                                      |                |
| 84  | 179                  | 214       | 142       | 110        | 58         | 421         | 273      | 353                | 100                 | 80       | 418      | 4             | 4            | 15       | 1         | 56                   | 38           | 85              | .....                                | .....          |
| 85  | 166                  | 182       | 151       | 144        | 160        | 614         | 380      | 386                | 165                 | 153      | 581      | 36            | 23           | 30       | 55        | 57                   | 625          | 390             | 300                                  | .....          |
| 86  | 136                  | 137       | 112       | 113        | 77         | 369         | 173      | 307                | 134                 | 28       | 394      | 12            | .....        | .....    | 10        | 30                   | 209          | .....           | 103                                  | .....          |
| 87  | 242                  | 794       | 123       | 156        | 132        | 627         | 561      | 547                | 156                 | 137      | 661      | 39            | 16           | 46       | 16        | 48                   | \$29         | 18              | 361                                  | .....          |
|     | 6746                 | 7324      | 5927      | 4646       | 3245       | 19625       | 11520    | 15526              | 6337                | 5191     | 17874    | 918           | 437          | 1088     | 464       | 1890                 | 6667         | 1521            | 1885                                 | 1130           |
| 88  | 32                   | 39        | 43        | 68         | 62         | 173         | 130      | 168                | 156                 | 16       | 170      | 8             | 2            | 5        | 2         | 62                   | 244          | 13              | .....                                | 4              |
| 89  | 42                   | 39        | 44        | 23         | 21         | 88          | 20       | 88                 | 88                  | 12       | 127      | 6             | 2            | 5        | 1         | 21                   | .....        | .....           | .....                                | .....          |
| 90  | 42                   | 46        | 52        | 56         | 37         | 127         | 56       | 88                 | 31                  | 31       | 154      | 21            | 15           | 14       | 5         | 22                   | 232          | 45              | .....                                | .....          |
| 91  | 15                   | 17        | 20        | 26         | 3          | 68          | 22       | 13                 | 7                   | 18       | 50       | 6             | .....        | .....    | .....     | .....                | .....        | .....           | .....                                | .....          |
| 92  | .....                | 8         | 11        | 23         | 13         | 68          | 36       | 36                 | 36                  | 36       | 46       | 6             | .....        | .....    | .....     | .....                | .....        | .....           | .....                                | .....          |
| 93  | .....                | 56        | 105       | 97         | 27         | 199         | 124      | 124                | .....               | .....    | 199      | .....         | .....        | .....    | .....     | .....                | .....        | .....           | .....                                | .....          |
| 94  | 79                   | 74        | 66        | 84         | 42         | 266         | 214      | 196                | .....               | .....    | 199      | .....         | .....        | .....    | .....     | .....                | .....        | .....           | .....                                | .....          |
| 95  | 56                   | 60        | 57        | 53         | 33         | 249         | 144      | 205                | 96                  | 23       | 249      | 10            | .....        | 17       | 9         | 42                   | 249          | .....           | .....                                | .....          |
| 96  | 60                   | 63        | 80        | 20         | 38         | 80          | 50       | 183                | 50                  | .....    | 201      | .....         | .....        | .....    | .....     | .....                | 100          | .....           | .....                                | 68             |
| 97  | 91                   | 90        | 89        | 50         | 81         | 318         | 132      | 130                | 36                  | 41       | 241      | 23            | 15           | 21       | 8         | 24                   | 63           | .....           | .....                                | .....          |
| 98  | 57                   | 100       | 40        | 26         | 60         | 226         | 226      | 226                | 226                 | 60       | 236      | 14            | .....        | 4        | 4         | 60                   | 85           | 30              | .....                                | .....          |
| 99  | 54                   | 26        | 28        | 36         | .....      | 64          | 36       | 36                 | .....               | .....    | 64       | .....         | .....        | .....    | .....     | .....                | .....        | .....           | .....                                | .....          |
| 100 | 60                   | 70        | 80        | 52         | 57         | 186         | 141      | 189                | 67                  | 142      | 209      | 12            | 1            | 4        | .....     | 100                  | .....        | .....           | .....                                | .....          |
| 101 | 69                   | 98        | 43        | 53         | 60         | 197         | 148      | 260                | .....               | .....    | 188      | 6             | .....        | .....    | .....     | .....                | .....        | .....           | .....                                | .....          |
| 102 | 18                   | 40        | 22        | 58         | 13         | 96          | 57       | .....              | 70                  | 31       | 96       | .....         | .....        | .....    | .....     | .....                | .....        | .....           | .....                                | .....          |
| 103 | 48                   | 37        | 63        | 39         | 51         | 189         | 141      | 177                | 130                 | 19       | 220      | 17            | 8            | 12       | .....     | .....                | .....        | .....           | .....                                | .....          |
| 104 | 35                   | 27        | 20        | 17         | 14         | 66          | 51       | 37                 | 6                   | 38       | 52       | 8             | .....        | .....    | .....     | .....                | .....        | .....           | .....                                | .....          |
| 105 | 44                   | 62        | 84        | 65         | .....      | 146         | 101      | 110                | 110                 | .....    | 116      | .....         | .....        | .....    | .....     | .....                | .....        | .....           | .....                                | .....          |
| 106 | 48                   | 56        | 46        | 74         | 50         | 175         | 96       | 111                | .....               | 23       | 190      | .....         | .....        | .....    | .....     | .....                | .....        | .....           | .....                                | .....          |
| 107 | 73                   | 80        | 27        | 36         | 36         | 115         | 36       | 115                | 36                  | 36       | 168      | 4             | .....        | .....    | .....     | .....                | .....        | .....           | .....                                | .....          |
| 108 | 13                   | 79        | 20        | 42         | 44         | 170         | 90       | 80                 | .....               | 50       | 170      | 9             | 2            | 7        | 3         | 4                    | 165          | .....           | .....                                | .....          |
| 109 | 25                   | 22        | 21        | 16         | 27         | 80          | 64       | 15                 | 13                  | .....    | 64       | 5             | .....        | .....    | .....     | .....                | .....        | .....           | .....                                | .....          |

TABLE B.—The Common Schools of Upper Canada, 1864—(Continued).

PUPILS ATTENDING THE COMMON SCHOOLS.

| No. | VILLAGES—Con.       | School population between 5 and 16 years of age. | Pupils between 5 and 16 years of age. | Pupils of other ages. | Total No. of pupils of all ages attending school. | Boys. | Girls. | Indigent pupils. | Less than 20 days during the year. | No. of Pupils attending School. |                 |                  |                  |                  |       | Those days are not reported. | No. of children not attending any school whatever. | Average attendance of pupils. |
|-----|---------------------|--------------------------------------------------|---------------------------------------|-----------------------|---------------------------------------------------|-------|--------|------------------|------------------------------------|---------------------------------|-----------------|------------------|------------------|------------------|-------|------------------------------|----------------------------------------------------|-------------------------------|
|     |                     |                                                  |                                       |                       |                                                   |       |        |                  |                                    | 20 to 50 days.                  | 50 to 100 days. | 100 to 150 days. | 150 to 200 days. | 200 to 232 days. |       |                              |                                                    |                               |
| 110 | Kempville.....      | 264                                              | 207                                   | 3                     | 210                                               | 106   | 104    | 11               | 4                                  | 41                              | 48              | 57               | 44               | 16               | ..... | 100                          |                                                    |                               |
| 111 | Kincardine.....     | 350                                              | 336                                   | 10                    | 344                                               | 187   | 159    | .....            | 46                                 | 93                              | 51              | 51               | 43               | 9                | ..... | 133                          |                                                    |                               |
| 112 | Lanark.....         | 169                                              | 85                                    | .....                 | 85                                                | 46    | 39     | .....            | 22                                 | 8                               | 22              | 21               | 13               | 12               | ..... | 46                           |                                                    |                               |
| 113 | Merrickville.....   | 260                                              | 238                                   | 12                    | 250                                               | 141   | 109    | 8                | 22                                 | 45                              | 70              | 66               | 24               | 12               | ..... | 100                          |                                                    |                               |
| 114 | Michell.....        | 318                                              | 428                                   | .....                 | 428                                               | 204   | 224    | .....            | 26                                 | 51                              | 100             | 140              | 88               | 29               | ..... | 180                          |                                                    |                               |
| 115 | Morrisburgh.....    | 310                                              | 217                                   | 6                     | 223                                               | 123   | 100    | .....            | 5                                  | 15                              | 80              | 59               | 22               | 50               | ..... | 108                          |                                                    |                               |
| 116 | Newburgh.....       | 269                                              | 226                                   | 13                    | 239                                               | 122   | 117    | .....            | 10                                 | 43                              | 39              | 44               | 72               | 31               | ..... | 121                          |                                                    |                               |
| 117 | Newcastle.....      | 248                                              | 155                                   | 4                     | 159                                               | 100   | 59     | 6                | 17                                 | 26                              | 55              | 31               | 23               | 7                | ..... | 72                           |                                                    |                               |
| 118 | New Hamburg.....    | 300                                              | 245                                   | 3                     | 248                                               | 140   | 108    | .....            | 20                                 | 39                              | 46              | 44               | 55               | 41               | ..... | 139                          |                                                    |                               |
| 119 | Newmarket.....      | 370                                              | 304                                   | 21                    | 325                                               | 180   | 145    | 29               | 37                                 | 43                              | 62              | 60               | 87               | 36               | ..... | 148                          |                                                    |                               |
| 120 | Orangeville.....    | 225                                              | 165                                   | 3                     | 168                                               | 89    | 79     | .....            | 3                                  | 16                              | 37              | 40               | 42               | 23               | ..... | 93                           |                                                    |                               |
| 121 | Oshawa.....         | 564                                              | 513                                   | 61                    | 574                                               | 288   | 286    | .....            | 12                                 | 31                              | 56              | 66               | 55               | 320              | ..... | 299                          |                                                    |                               |
| 122 | Pembroke.....       | 220                                              | 204                                   | 12                    | 216                                               | 112   | 104    | 13               | 18                                 | 47                              | 33              | 43               | 55               | 20               | ..... | 75                           |                                                    |                               |
| 123 | Portsmouth.....     | 410                                              | 305                                   | 5                     | 310                                               | 164   | 146    | 4                | 32                                 | 62                              | 64              | 55               | 56               | 41               | ..... | 140                          |                                                    |                               |
| 124 | Port Dalhousie..... | 300                                              | 249                                   | 12                    | 261                                               | 137   | 124    | .....            | 20                                 | 45                              | 71              | 51               | 10               | 31               | ..... | 167                          |                                                    |                               |
| 125 | Prescott.....       | 450                                              | 421                                   | 7                     | 428                                               | 234   | 204    | 5                | 17                                 | 56                              | 90              | 73               | 117              | 69               | ..... | 281                          |                                                    |                               |
| 126 | Renfrew.....        | 150                                              | 117                                   | 7                     | 124                                               | 75    | 49     | 6                | 3                                  | 26                              | 26              | 13               | 27               | 41               | ..... | 55                           |                                                    |                               |
| 127 | Smith's Falls.....  | 279                                              | 129                                   | 1                     | 130                                               | 76    | 60     | 15               | 17                                 | 17                              | 36              | 28               | 22               | 27               | ..... | 68                           |                                                    |                               |
| 128 | Southampton.....    | 270                                              | 201                                   | 10                    | 211                                               | 106   | 105    | .....            | 33                                 | 29                              | 52              | 46               | 43               | 8                | ..... | 86                           |                                                    |                               |
| 129 | Stirling.....       | 270                                              | 188                                   | 3                     | 171                                               | 89    | 82     | .....            | 22                                 | 37                              | 39              | 32               | 40               | .....            | 73    |                              |                                                    |                               |
| 130 | Strathroy.....      | 330                                              | 300                                   | 6                     | 306                                               | 170   | 136    | .....            | 10                                 | 21                              | 62              | 58               | 54               | 98               | ..... | 140                          |                                                    |                               |
| 131 | Streetville.....    | 172                                              | 129                                   | 8                     | 137                                               | 80    | 57     | 11               | 7                                  | 25                              | 37              | 31               | 20               | .....            | 70    |                              |                                                    |                               |
| 132 | Thorold.....        | 560                                              | 431                                   | 9                     | 440                                               | 236   | 214    | 9                | 34                                 | 64                              | 75              | 59               | 53               | 3                | 152   | 201                          |                                                    |                               |
| 133 | Trenton.....        | 369                                              | 355                                   | 1                     | 356                                               | 207   | 149    | .....            | 19                                 | 51                              | 96              | 73               | 77               | 43               | ..... | 234                          |                                                    |                               |
| 134 | Vienna.....         | 260                                              | 226                                   | 5                     | 231                                               | 111   | 120    | .....            | 17                                 | 36                              | 60              | 61               | 41               | 16               | ..... | 112                          |                                                    |                               |
| 135 | Waterloo.....       | 450                                              | 362                                   | 3                     | 365                                               | 191   | 174    | .....            | 24                                 | 71                              | 99              | 70               | 74               | 27               | ..... | 169                          |                                                    |                               |
| 136 | Wellington.....     | 150                                              | 110                                   | 15                    | 125                                               | 70    | 55     | 25               | 2                                  | 8                               | 11              | 21               | 35               | 47               | ..... | 95                           |                                                    |                               |
| 137 | Welland.....        | 248                                              | 214                                   | 15                    | 229                                               | 119   | 110    | .....            | 23                                 | 49                              | 37              | 59               | 36               | .....            | 100   |                              |                                                    |                               |
| 138 | Yorkville.....      | 472                                              | 372                                   | .....                 | 372                                               | 180   | 192    | .....            | 34                                 | 107                             | 78              | 57               | 46               | 50               | ..... | 181                          |                                                    |                               |
|     | Total.....          | 15461                                            | 12559                                 | 410                   | 12969                                             | 6870  | 6099   | 269              | 1065                               | 2125                            | 2868            | 2572             | 2352             | 1741             | 256   | 540                          | 6326                                               |                               |

PUPILS ATTENDING THE COMMON SCHOOLS.

Number in the different branches of Instruction.

| No.  | Reading.             |           |           |            |            | Arithmetic. | Grammar. | General Geography. | Canadian Geography. | History. | Writing. | Book-keeping. | Mensuration. | Algebra. | Geometry. | Natural Philosophy. | Vocal Music. | Linear Drawing. | Number of girls learning needlework. | Other studies. |
|------|----------------------|-----------|-----------|------------|------------|-------------|----------|--------------------|---------------------|----------|----------|---------------|--------------|----------|-----------|---------------------|--------------|-----------------|--------------------------------------|----------------|
|      | 1st class. (lowest). | 2d class. | 3d class. | 4th class. | 5th class. |             |          |                    |                     |          |          |               |              |          |           |                     |              |                 |                                      |                |
| 110  | 24                   | 47        | 36        | 59         | 44         | 134         | 103      | 101                | 80                  | 44       | 134      | 2             | 1            | 6        | 3         | 6                   | 3            | 12              |                                      |                |
| 111  | 81                   | 134       | 33        | 70         | 28         | 226         | 83       | 83                 | 46                  | 28       | 156      | 6             | 1            | 2        | 1         | 6                   | 3            |                 |                                      |                |
| 112  | 20                   | 25        | 32        | 8          |            | 40          |          |                    |                     |          | 40       |               |              |          |           |                     |              |                 |                                      |                |
| 113  | 48                   | 46        | 62        | 38         | 56         | 133         | 83       | 78                 |                     | 41       | 143      |               |              | 1        | 38        |                     |              | 35              |                                      |                |
| 114  | 86                   | 132       | 96        | 56         | 58         | 274         | 98       | 274                | 348                 | 58       | 215      | 18            | 5            | 17       | 58        |                     |              |                 |                                      |                |
| 115  | 15                   | 35        | 30        | 140        | 50         | 200         | 150      | 75                 | 15                  | 15       | 150      | 15            | 1            | 20       | 2         |                     |              |                 |                                      |                |
| 116  | 30                   | 44        | 59        | 71         | 35         | 209         | 165      | 185                | 106                 | 106      | 269      | 35            |              |          |           | 200                 |              |                 |                                      |                |
| 117  | 23                   | 47        | 32        | 57         | 78         | 110         | 87       | 78                 |                     | 45       | 107      |               |              |          |           |                     |              |                 |                                      |                |
| 118  | 89                   | 64        | 32        | 38         | 25         | 185         | 95       | 103                | 27                  | 18       | 185      |               |              | 14       | 0         | 14                  |              |                 |                                      |                |
| 119  | 44                   | 47        | 37        | 86         | 62         | 249         | 139      | 149                | 50                  | 118      | 274      |               |              | 38       | 8         | 25                  | 249          | 124             | 45                                   |                |
| 120  | 18                   | 30        | 31        | 35         | 20         | 70          | 55       | 20                 | 20                  |          | 70       |               |              |          | 20        | 20                  |              | 16              | 16                                   |                |
| 121  | 152                  | 140       | 120       | 153        | 10         | 551         | 211      | 222                | 158                 | 153      | 361      |               |              |          |           |                     |              | 37              | 40                                   |                |
| 122  | 30                   | 54        | 46        | 49         | 37         | 184         | 114      | 20                 | 114                 | 37       | 158      | 4             |              | 1        | 5         | 7                   | 481          | 71              |                                      |                |
| 123  | 44                   | 50        | 47        | 69         | 54         | 169         | 95       | 93                 | 55                  | 33       | 179      | 7             | 1            | 3        | 3         |                     |              | 60              | 0                                    |                |
| 124  | 30                   | 53        | 60        | 54         | 35         | 166         | 81       | 145                | 33                  | 29       | 170      | 12            |              |          | 19        | 66                  |              |                 |                                      |                |
| 125  | 79                   | 173       | 80        | 68         | 28         | 327         | 233      | 211                | 203                 | 43       | 326      | 5             | 28           | 13       | 4         | 13                  | 370          | 25              | 203                                  |                |
| 126  | 19                   | 12        | 17        | 25         | 51         | 93          | 90       | 96                 | 96                  |          | 85       | 7             |              |          |           |                     |              |                 |                                      |                |
| 127  | 9                    | 19        | 28        | 27         | 33         | 79          | 59       | 59                 | 16                  | 24       | 108      |               |              |          |           |                     |              |                 |                                      |                |
| 128  | 55                   | 46        | 32        | 37         | 41         | 130         | 110      | 110                | 110                 | 76       | 110      | 14            | 2            | 5        | 5         | 15                  |              |                 |                                      |                |
| 129  | 30                   | 42        | 29        | 27         | 23         | 120         | 35       | 34                 |                     |          | 105      |               |              |          |           |                     |              |                 |                                      |                |
| 130  | 30                   | 40        | 40        | 12         | 178        | 200         | 68       | 250                | 36                  | 18       | 78       | 6             | 5            | 11       | 11        |                     |              |                 |                                      |                |
| 131  | 32                   | 23        | 31        | 27         | 24         | 96          | 65       | 78                 |                     | 12       | 103      | 0             | 1            | 15       | 5         |                     |              |                 |                                      |                |
| 132  | 40                   | 82        | 91        | 61         | 71         | 260         | 81       | 106                |                     | 3        | 249      | 3             | 3            |          |           |                     |              |                 |                                      |                |
| 133  | 132                  | 128       | 151       | 38         | 88         | 336         | 203      | 135                | 83                  | 62       | 256      | 26            | 10           | 20       | 10        | 21                  | 25           | 45              | 35                                   |                |
| 134  | 39                   | 61        | 39        | 24         | 40         | 185         | 99       | 125                |                     | 33       | 123      |               |              |          |           |                     |              | 165             |                                      |                |
| 135  | 93                   | 83        | 45        | 65         | 35         | 247         | 144      | 144                | 109                 | 18       | 365      |               |              | 3        |           |                     | 43           |                 |                                      |                |
| 136  | 8                    | 23        | 22        | 37         | 72         | 75          | 31       | 65                 |                     | 32       | 72       |               |              | 5        | 6         |                     |              |                 | 15                                   |                |
| 137  | 56                   | 36        | 50        | 47         | 40         | 98          | 46       | 52                 |                     | 15       | 130      | 9             | 2            | 6        |           |                     | 120          |                 |                                      |                |
| 138  | 70                   | 122       | 76        | 71         | 33         | 252         | 155      | 207                |                     | 89       | 227      |               |              | 3        | 5         | 89                  | 49           |                 | 60                                   |                |
| 2107 |                      | 3115      | 2485      | 2549       | 2037       | 8716        | 5042     | 5955               | 3153                | 1820     | 8347     | 327           | 106          | 316      | 121       | 723                 | 2741         | 459             | 521                                  | 579            |

TABLE B.—The Common Schools of Upper Canada, 1864—Continued.

PUPILS ATTENDING THE COMMON SCHOOLS.

| No. | VILLAGES—Con.          | School population between 5 and 16 years of age. | Pupils between 5 and 16 years of age. | Pupils of other ages. | Total No. of pupils of all ages attending School. | Boys.  | Girls. | Indigent Pupils. | Less than 20 days during the year. | Number of Pupils attending School. |                 |                  |                  |                  |                              |       | No. of children not attending any school whatever. | Average attendance of pupils. |
|-----|------------------------|--------------------------------------------------|---------------------------------------|-----------------------|---------------------------------------------------|--------|--------|------------------|------------------------------------|------------------------------------|-----------------|------------------|------------------|------------------|------------------------------|-------|----------------------------------------------------|-------------------------------|
|     |                        |                                                  |                                       |                       |                                                   |        |        |                  |                                    | 20 to 50 days.                     | 50 to 100 days. | 100 to 150 days. | 150 to 200 days. | 200 to 232 days. | Those days are not reported. |       |                                                    |                               |
| 139 | Total Counties.....    | 353165                                           | 289516                                | 19367                 | 308883                                            | 164963 | 143920 | 3509             | 35608                              | 62592                              | 79284           | 60709            | 43755            | 23376            | 4609                         | 38308 | 120053                                             |                               |
| 140 | " Cities.....          | 24938                                            | 21899                                 | 281                   | 22180                                             | 11469  | 10711  | 171              | 1826                               | 3293                               | 4895            | 4247             | 4145             | 349              | 229                          | 10496 | 10496                                              |                               |
| 141 | " Towns.....           | 31091                                            | 26951                                 | 712                   | 27663                                             | 14722  | 12941  | 826              | 2443                               | 4262                               | 6567            | 5716             | 5217             | 2626             | 332                          | 1400  | 12694                                              |                               |
| 142 | Villages.....          | 15461                                            | 12559                                 | 410                   | 12969                                             | 6870   | 6089   | 259              | 1065                               | 2125                               | 2858            | 2572             | 2352             | 1741             | 256                          | 546   | 6326                                               |                               |
| 143 | Grand Total, 1864..... | 424565                                           | 350925                                | 20770                 | 371695                                            | 198024 | 173671 | 4765             | 40942                              | 72372                              | 92554           | 73244            | 56469            | 31168            | 6046                         | 40483 | 149569                                             |                               |
| 144 | " " 1865.....          | 412367                                           | 339317                                | 20991                 | 360808                                            | 192980 | 167818 | 4923             | 39239                              | 69628                              | 90998           | 71949            | 53473            | 30750            | 5671                         | 44975 | 138036                                             |                               |
| 145 | Increase.....          | 12198                                            | 11108                                 | .....                 | 10887                                             | 5034   | 5853   | .....            | 1703                               | 2444                               | 2556            | 1295             | 1996             | 418              | 475                          | ..... | 11533                                              |                               |
| 146 | Decrease.....          | .....                                            | .....                                 | 221                   | .....                                             | .....  | .....  | 158              | .....                              | .....                              | .....           | .....            | .....            | .....            | .....                        | 4492  | .....                                              |                               |

PUPILS ATTENDING THE COMMON SCHOOLS.

Number in the different branches of instruction.

| No. | Reading.            |           |           |            |            | Arithmetic. | Grammar. | General Geography. | Canadian Geography. | History. | Writing. | Book-keeping. | Mensuration. | Algebra. | Geometry. | Natural Phil. | Vocal Music. | Linear Drawing. | Number of girls learning needlework. | Other studies. |  |
|-----|---------------------|-----------|-----------|------------|------------|-------------|----------|--------------------|---------------------|----------|----------|---------------|--------------|----------|-----------|---------------|--------------|-----------------|--------------------------------------|----------------|--|
|     | 1st class (lowest). | 2d class. | 3d class. | 4th class. | 5th class. |             |          |                    |                     |          |          |               |              |          |           |               |              |                 |                                      |                |  |
| 139 | 60114               | 59414     | 62740     | 54448      | 69303      | 168687      | 75745    | 96567              | 39840               | 39084    | 164035   | 6701          | 2862         | 5817     | 2832      | 9036          | 28269        | 2548            | 1430                                 | 6536           |  |
| 140 | 6290                | 6385      | 4002      | 2871       | 1769       | 16160       | 8641     | 16193              | 7715                | 5234     | 14018    | 480           | 549          | 1113     | 516       | 511           | 10908        | 1987            | 3621                                 | 4336           |  |
| 141 | 6746                | 7324      | 5927      | 4646       | 3245       | 19625       | 11820    | 15526              | 6337                | 5191     | 17874    | 918           | 437          | 1088     | 464       | 1899          | 6607         | 1521            | 1885                                 | 1130           |  |
| 142 | 2407                | 3115      | 2466      | 2649       | 2037       | 8716        | 5042     | 5865               | 3153                | 1820     | 8347     | 327           | 106          | 316      | 121       | 728           | 2741         | 459             | 521                                  | 579            |  |
| 143 | 76567               | 76288     | 76164     | 64514      | 66364      | 213188      | 109848   | 134141             | 57045               | 61829    | 204274   | 8406          | 3954         | 8384     | 3932      | 12474         | 45686        | 6515            | 7457                                 | 12681          |  |
| 144 | 72249               | 70971     | 72687     | 63312      | 64854      | 204507      | 96560    | 129388             | 52298               | 49472    | 197531   | 7406          | 3864         | 8021     | 4068      | 11332         | 39354        | 5518            | 8654                                 | 12094          |  |
| 145 | 3308                | 5287      | 2467      | 1202       | 1620       | 8681        | 4398     | 4303               | 4747                | 1857     | 6943     | 940           | 90           | 315      | 136       | 1142          | 9231         | 997             | 1197                                 | 487            |  |
| 146 |                     |           |           |            |            |             |          |                    |                     |          |          |               |              |          |           |               |              |                 |                                      |                |  |

TABLE C.—THE COMMON SCHOOLS

| Counties.              | Total.                  |      | Religious denominations. |                 |               |            |          |                    |           |         |                         |                        |            |                    |               |     |
|------------------------|-------------------------|------|--------------------------|-----------------|---------------|------------|----------|--------------------|-----------|---------|-------------------------|------------------------|------------|--------------------|---------------|-----|
|                        | Common School Teachers. |      | Church of England.       | Church of Rome. | Presbyterian. | Methodist. | Baptist. | Congregationalist. | Lutheran. | Quaker. | Christian and Disciple. | Reported as Prototant. | Unitarian. | Other Persuasions. | Not reported. |     |
| Total Counties.....    | 4032                    | 2768 | 1264                     | 732             | 411           | 1239       | 1179     | 209                | 67        | 15      | 15                      | 27                     | 60         | 2                  | 12            | 65  |
| “ Cities.....          | 202                     | 60   | 136                      | 41              | 67            | 45         | 30       | 4                  | 4         |         |                         | 1                      |            |                    |               | 4   |
| “ Towns.....           | 264                     | 106  | 158                      | 51              | 53            | 81         | 48       | 2                  | 6         |         |                         | 2                      |            |                    | 5             | 8   |
| “ Villages.....        | 127                     | 71   | 56                       | 30              | 13            | 32         | 24       | 6                  | 3         | 2       |                         | 2                      | 15         |                    |               |     |
| Grand Total, 1864..... | 4625                    | 3011 | 1614                     | 854             | 544           | 1397       | 1286     | 227                | 90        | 17      | 16                      | 32                     | 76         | 2                  | 17            | 77  |
| “ 1863.....            | 4504                    | 3094 | 1410                     | 747             | 504           | 1316       | 1313     | 246                | 75        | 26      | 20                      | 34                     | 81         | 1                  | 40            | 101 |
| Increase.....          | 121                     |      | 204                      | 107             | 40            | 81         |          |                    | 5         |         |                         |                        |            | 1                  |               |     |
| Decrease.....          |                         | 83   |                          |                 |               | 27         | 19       |                    |           | 9       | 4                       | 2                      | 5          |                    | 23            | 24  |

TABLE D.—THE COMMON SCHOOLS

| Counties.              | SCHOOLS.                   |                      |                                        |                      |                             | SCHOOL HOUSES.                           |                            |        |        |        |      |               |           |         |         |               |       |        |        |        |      |
|------------------------|----------------------------|----------------------|----------------------------------------|----------------------|-----------------------------|------------------------------------------|----------------------------|--------|--------|--------|------|---------------|-----------|---------|---------|---------------|-------|--------|--------|--------|------|
|                        | Number of School Sections. | No. of Schools open. | No. of Schools closed or not reported. | No. of free Schools. | No. of Schools partly free. | No. Schools at 2cets. per month or less. | KIND.                      |        |        |        |      | TITLE.        |           |         |         |               | Total |        |        |        |      |
|                        |                            |                      |                                        |                      |                             |                                          | Total No. of Sch'l Houses. | Brick. | Stone. | Frame. | Log. | Not reported. | Freehold. | Lensed. | Rented. | Not reported. |       | Brick. | Stone. | Frame. | Log. | Not reported. |
| Total Counties.....    | 4070                       | 3988                 | 82                                     | 3302                 | 686                         | 4009                                     | 430                        | 321    | 1570   | 1666   | 22   | 3486          | 375       | 99      | 49      | 45            | 11    | 54     | 11     | 121    |      |
| “ Cities.....          | 52                         | 52                   |                                        | 40                   | 11                          | 1                                        | 52                         | 21     | 12     | 18     | 1    | 35            | 4         | 13      |         | 1             | 2     |        |        | 3      |      |
| “ Towns.....           | 105                        | 105                  |                                        | 67                   | 11                          | 27                                       | 105                        | 47     | 18     | 35     | 1    | 4             | 91        | 5       | 16      | 3             | 1     |        | 1      | 2      |      |
| “ Villages.....        | 80                         | 80                   |                                        | 50                   | 3                           | 27                                       | 80                         | 31     | 15     | 31     | 3    |               | 75        | 2       | 3       |               |       |        |        | 2      |      |
| Grand Total, 1864..... | 4307                       | 4225                 | 82                                     | 3459                 | 711                         | 55                                       | 4246                       | 529    | 366    | 1654   | 1671 | 26            | 3677      | 386     | 131     | 52            | 47    | 13     | 55     | 11     | 126  |
| “ 1863.....            | 4273                       | 4133                 | 140                                    | 3228                 | 834                         | 71                                       | 4173                       | 501    | 335    | 1633   | 1676 | 29            | 3546      | 436     | 111     | 80            | 27    | 9      | 43     | 25     | 104  |
| Increase.....          | 34                         | 92                   |                                        | 231                  |                             | 73                                       | 28                         | 31     | 21     |        |      | 131           |           | 20      |         | 20            | 4     | 12     |        |        | 22   |
| Decrease.....          |                            |                      | 58                                     |                      | 123                         | 16                                       |                            |        |        |        | 4    | 3             |           | 50      |         | 28            |       |        |        |        | 14   |

OF UPPER CANADA, 1864.

TEACHERS.

| Total holding Certificates. | Certificates.  |            |               |            |     |               |              | No. of Scholars who attended Normal School without obtaining Certificates. | No. of Schools in which Teachers were changed during the year. | No. of Schools having more than one Teacher. | Annual Salaries.       |                          |                             |                            |                               |
|-----------------------------|----------------|------------|---------------|------------|-----|---------------|--------------|----------------------------------------------------------------------------|----------------------------------------------------------------|----------------------------------------------|------------------------|--------------------------|-----------------------------|----------------------------|-------------------------------|
|                             | Normal School. |            | County Board. |            |     | Unclassified. | Unqualified. |                                                                            |                                                                |                                              | Certificates annulled. | Highest Salary paid.     | Average                     |                            |                               |
| 1st Class.                  | 2nd Class.     | 1st Class. | 2nd Class.    | 3rd Class. |     |               |              |                                                                            |                                                                | Lowest Salary paid Male Teacher.             |                        | Male Teacher with Board. | Male Teacher without Board. | Female Teacher with Board. | Female Teacher without Board. |
| 4000                        | 130            | 263        | 1179          | 1970       | 449 | 32            | 15           | 48                                                                         | 31                                                             | 500                                          | \$ 94                  | \$ 162                   | \$ 265                      | \$ 120                     | \$ 174                        |
| 145                         | 23             | 62         | 54            | 5          | 1   | 57            |              | 6                                                                          | 52                                                             | 1300                                         | 275                    | 265                      | 470                         | 236                        | 280                           |
| 230                         | 37             | 25         | 104           | 50         | 14  | 32            |              | 29                                                                         | 76                                                             | 600                                          | 260                    | 465                      | 236                         | 206                        |                               |
| 124                         | 17             | 8          | 59            | 29         | 11  | 3             |              | 14                                                                         | 28                                                             | 534                                          | 180                    |                          |                             |                            |                               |
| 4499                        | 216            | 358        | 1396          | 2054       | 475 | 124           | 15           | 64                                                                         | 689                                                            | 187                                          | 1300                   | \$ 84                    | \$ 162                      | \$ 436                     | \$ 120                        |
| 4365                        | 222            | 275        | 1263          | 2112       | 493 | 127           | 22           | 81                                                                         | 787                                                            | 187                                          | 1300                   | \$ 84                    | \$ 161                      | \$ 435                     | \$ 130                        |
| 134                         |                | 88         | 133           |            |     |               |              |                                                                            |                                                                |                                              |                        |                          | 1                           | 1                          | 3                             |
|                             | 6              |            | 58            | 18         | 3   | 10            | 7            | 17                                                                         | 98                                                             |                                              |                        |                          |                             | 10                         |                               |

OF UPPER CANADA, 1864.

| Total. | SCHOOL VISITS.         |            |                        |              |                                   |           |                |                         |                                     |                                     | LECTURES. |                        | TIME OPEN.     |                                        |                                     |                                         |
|--------|------------------------|------------|------------------------|--------------|-----------------------------------|-----------|----------------|-------------------------|-------------------------------------|-------------------------------------|-----------|------------------------|----------------|----------------------------------------|-------------------------------------|-----------------------------------------|
|        | Local Superintendents. | Clergymen. | Municipal Councillors. | Magistrates. | Judges and Members of Parliament. | Trustees. | Other persons. | Number of Examinations. | No. of Schools distributing prizes. | No. of Schools holding Recitations. | Total.    | Local Superintendents. | Other persons. | No. of Schools whose time is reported. | Total number of months & days open. | Average number of months and days open. |
| 54788  | 7853                   | 4253       | 1500                   | 2023         | 930                               | 16731     | 21498          | 7235                    | 1130                                | 1694                                | 3061      | 2784                   | 277            | 3865                                   | 42691                               | 17                                      |
| 4700   | 1106                   | 1164       | 49                     | 28           | 5                                 | 905       | 1443           | 62                      | 38                                  | 31                                  | 29        | 29                     |                | 51                                     | 612                                 | 00                                      |
| 5802   | 687                    | 1120       | 164                    | 154          | 25                                | 1217      | 2435           | 187                     | 59                                  | 51                                  | 98        | 63                     | 35             | 107                                    | 1282                                | 21                                      |
| 2893   | 346                    | 540        | 127                    | 122          | 51                                | 693       | 1014           | 133                     | 33                                  | 28                                  | 64        | 50                     | 14             | 79                                     | 935                                 | 22                                      |
| 68138  | 9992                   | 7077       | 1840                   | 2327         | 1011                              | 19546     | 26390          | 7617                    | 1260                                | 1804                                | 3252      | 2926                   | 326            | 4102                                   | 45522                               | 00                                      |
| 69262  | 9697                   | 6318       | 1765                   | 2250         | 488                               | 20046     | 28698          | 7570                    | 1213                                | 1738                                | 3135      | 2815                   | 320            | 4077                                   | 44745                               | 04                                      |
| 1079   | 295                    | 759        | 75                     | 77           | 523                               |           |                | 47                      | 47                                  | 66                                  | 117       | 111                    | 6              | 25                                     | 776                                 | 28                                      |
|        |                        |            |                        |              |                                   | 500       |                | 2308                    |                                     |                                     |           |                        |                |                                        |                                     | 00                                      |



TABLE E.—THE COMMON SCHOOLS

|                   | NUMBER OF SCHOOLS USING  |       |                                               |       |                                        |       |         |      |                 |       |              |       |           |       |              |       |       |       |       |       |
|-------------------|--------------------------|-------|-----------------------------------------------|-------|----------------------------------------|-------|---------|------|-----------------|-------|--------------|-------|-----------|-------|--------------|-------|-------|-------|-------|-------|
|                   | No. of schools reported. |       | No. of schools opened and closed with prayer. |       | Schools using the Bible and Testament. |       | Readers |      | Spelling Books. |       | Arithmetics. |       | Grammars. |       | Geographies. |       |       |       |       |       |
|                   |                          |       |                                               |       |                                        |       |         |      |                 |       |              |       |           |       |              |       |       |       |       |       |
| Total Counties... | 3988                     | 2599  | 2754                                          | 3904  | 24                                     | 51    | 179     | 2804 | 559             | 1135  | 2808         | 40    | 625       | 2357  | 493          | 341   | 845   | 892   | 2036  | 18    |
| "  Cities.....    | 52                       | 50    | 50                                            | 36    | 16                                     | ..... | 36      | 16   | 20              | 35    | .....        | 16    | 27        | ..... | 24           | 25    | ..... | 34    | ..... | ..... |
| "  Towns.....     | 105                      | 85    | 90                                            | 90    | 12                                     | ..... | 1       | 88   | 16              | 13    | 96           | 1     | 11        | 55    | 9            | 32    | 26    | 15    | 68    | ..... |
| "  Villages...    | 30                       | 62    | 58                                            | 72    | 5                                      | ..... | 4       | 56   | 13              | 10    | 70           | 3     | 2         | 58    | 1            | 13    | 19    | 19    | 51    | 1     |
| Grand Total, 1864 | 4225                     | 2706  | 2952                                          | 4102  | 57                                     | 51    | 184     | 2934 | 604             | 1178  | 3009         | 44    | 654       | 2497  | 503          | 410   | 915   | 926   | 2189  | 19    |
| Do 1863           | 4133                     | 2558  | 2873                                          | 4051  | 56                                     | 174   | 136     | 2491 | 700             | 1560  | 2561         | 71    | 378       | 2532  | 617          | 407   | 706   | 1443  | 2084  | 112   |
| Increase.....     | 92                       | 148   | 79                                            | 51    | 1                                      | ..... | 48      | 493  | .....           | 448   | .....        | 276   | .....     | ..... | 3            | 209   | ..... | 105   | ..... | ..... |
| Decrease.....     | .....                    | ..... | .....                                         | ..... | 123                                    | ..... | .....   | 96   | 382             | ..... | 27           | ..... | 35        | 114   | .....        | ..... | 517   | ..... | ..... | 83    |

OF UPPER CANADA, 1864.

BOOKS, MAPS AND APPARATUS.

| Histories. |                  | Book-keeping. |                   | Mensuration. |           | Algebra. |           | Geometry. |          | Other Books. |           | Apparatus. |          |                     |        |              |                       |                               |               |                     |                          |                       |                       |                           |
|------------|------------------|---------------|-------------------|--------------|-----------|----------|-----------|-----------|----------|--------------|-----------|------------|----------|---------------------|--------|--------------|-----------------------|-------------------------------|---------------|---------------------|--------------------------|-----------------------|-----------------------|---------------------------|
| England.   | Greece and Rome. | Canada.       | National Readers. | Various.     | National. | Various. | National. | Various.  | Colenso. | Various.     | National. | Euclid.    | Various. | Natural Philosophy. | Music. | Other books. | Total number of maps. | Number of schools using maps. | Using Globes. | Using Black-boards. | Using Sets of apparatus. | Using Tablet Lessons. | Using Magic Lanterns. | Sch. museum of nat. hist. |
| 1306       | 25               | 555           | 775               | 31           | 982       | 488      | 712       | 50        | 727      | 528          | 193       | 827        | 61       | 27                  | 2      | 72           | 2135                  | 2946                          | 943           | 3506                | 212                      | 978                   | 38                    | 32                        |
| 33         | 8                | 38            | 13                | 12           | 32        | 34       | 41        | 9         | 35       | 7            | 21        | 31         | .....    | .....               | 23     | 644          | 51                    | 48                            | 45            | 14                  | 46                       | 2                     | 2                     |                           |
| 54         | .....            | 24            | 41                | 4            | 42        | 27       | 46        | 3         | 55       | 6            | 19        | 51         | 12       | 1                   | 1      | 25           | 1520                  | 111                           | 54            | 87                  | 28                       | 50                    | 13                    | 9                         |
| 40         | .....            | 21            | 21                | 3            | 23        | 14       | 25        | .....     | 33       | 6            | 10        | 26         | 4        | .....               | .....  | 14           | 660                   | 79                            | 39            | 68                  | 33                       | 36                    | 1                     | .....                     |
| 1433       | 33               | 638           | 750               | 50           | 1079      | 513      | 824       | 62        | 850      | 547          | 243       | 935        | 77       | 28                  | 3      | 134          | 23959                 | 3187                          | 1084          | 3706                | 287                      | 1110                  | 54                    | 43                        |
| 1224       | 95               | 434           | 680               | 142          | 882       | 508      | 812       | 73        | 839      | 710          | 100       | 786        | 115      | 33                  | .....  | 166          | 23101                 | 3073                          | 1064          | 3712                | 233                      | 1088                  | 47                    | 28                        |
| 209        | .....            | 204           | 70                | .....        | 197       | 5        | 12        | .....     | 11       | .....        | 143       | 149        | .....    | .....               | 3      | .....        | 858                   | 114                           | 20            | .....               | 54                       | 22                    | 7                     | 15                        |
| .....      | 62               | .....         | .....             | 92           | .....     | .....    | .....     | 11        | .....    | 163          | .....     | 38         | 5        | .....               | 32     | .....        | .....                 | .....                         | 6             | .....               | .....                    | .....                 | .....                 | .....                     |

TABLE F.—THE ROMAN CATHOLIC

| No. of Separate Schools. | RECEIPTS.                                   |                                                                      |                                               |                                                    | EXPENDITURE.           |                          |                                                         |                                 | PUPILS AND TIME. |                     |                     |
|--------------------------|---------------------------------------------|----------------------------------------------------------------------|-----------------------------------------------|----------------------------------------------------|------------------------|--------------------------|---------------------------------------------------------|---------------------------------|------------------|---------------------|---------------------|
|                          | Am't of the Legislative Grant paid in 1864. | Legislative appropriation for maps, apparatus, prizes and libraries. | Amount raised from School Rate on supporters. | Amount subscribed by supporters and other sources. | Total amount received. | Amount paid to teachers. | Amount paid for maps, apparatus, prizes, and libraries. | Amount paid for other purposes. | No. of pupils.   | No. of months open. | Average Attendance. |
| Alice, No. 2             | 3 00                                        |                                                                      | 32 00                                         | 27 00                                              | 62 00                  | 62 00                    |                                                         |                                 | 14               | 10                  | 10                  |
| Anderson, 3 & 4          | 33 14                                       |                                                                      |                                               | 33 14                                              | 33 14                  | 33 14                    |                                                         |                                 | 10               | 11                  | 4                   |
| Arthur, 1                | 41 50                                       | 13 45                                                                | 17 90                                         | 421 82                                             | 494 70                 | 300 00                   | 27 00                                                   | 167 70                          | 109              | 11                  | 40                  |
| " 2                      | 42 50                                       |                                                                      |                                               | 42 50                                              | 42 50                  |                          |                                                         |                                 | 42               | 50                  | 21                  |
| " 3                      | 35 00                                       |                                                                      | 42 50                                         | 201 78                                             | 279 28                 | 206 45                   |                                                         | 72 83                           | 158              | 12                  | 69                  |
| " 6                      | 18 50                                       |                                                                      | 41 75                                         | 192 83                                             | 235 08                 | 176 13                   |                                                         | 76 95                           | 106              | 12                  | 17                  |
| " 11                     |                                             |                                                                      | 35 00                                         | 74 15                                              | 109 15                 | 105 00                   |                                                         | 4 15                            | 62               | 12                  | 17                  |
| Bedford, 2               | 29 00                                       |                                                                      |                                               | 15 25                                              | 44 25                  | 31 75                    |                                                         | 12 50                           | 58               | 11                  | 27                  |
| Biddulph, 6              | 92 50                                       | 7 75                                                                 | 120 00                                        |                                                    | 229 25                 | 180 00                   | 16 75                                                   | 32 50                           | 112              |                     | 82                  |
| Camden East, 15          | 39 00                                       |                                                                      |                                               | 12 25                                              | 51 25                  | 33 25                    |                                                         | 18 00                           | 38               | 9                   | 15                  |
| Charlottent'gh, 15       | 12 24                                       |                                                                      |                                               | 12 24                                              | 12 24                  |                          |                                                         |                                 |                  |                     | 19                  |
| " 16                     | 59 00                                       |                                                                      | 41 31                                         |                                                    | 100 31                 | 48 00                    |                                                         | 52 31                           | 31               | 9                   | 35                  |
| " 17                     | 12 24                                       |                                                                      |                                               | 65 90                                              | 78 14                  | 53 24                    |                                                         | 24 90                           | 70               | 10                  | 23                  |
| Culross, 1               | 21 50                                       |                                                                      | 27 49                                         |                                                    | 48 99                  | 38 40                    |                                                         | 10 50                           | 34               | 7                   | 18                  |
| " 3                      | 12 00                                       |                                                                      |                                               | 12 00                                              | 12 00                  |                          |                                                         |                                 |                  |                     |                     |
| Cumberland, 7            | 15 50                                       |                                                                      |                                               | 41 30                                              | 56 80                  | 56 80                    |                                                         |                                 | 21               | 12                  | 12                  |
| Dalhousie, 1             | 43 50                                       |                                                                      | 127 45                                        | 123 77                                             | 294 72                 | 265 70                   |                                                         | 29 02                           | 76               | 11                  | 37                  |
| Edwardsburgh, 2          | 2 44                                        |                                                                      | 26 79                                         | 18 21                                              | 47 44                  | 42 00                    |                                                         | 5 44                            | 21               | 6                   | 6                   |
| Ellice, 7                | 39 00                                       |                                                                      | 165 07                                        |                                                    | 204 07                 | 196 92                   |                                                         | 7 15                            | 88               | 10                  | 36                  |
| Etobicoke, 6             | 12 00                                       |                                                                      | 49 03                                         | 48 40                                              | 109 43                 | 109 43                   |                                                         |                                 | 37               | 12                  | 11                  |
| Flamboro East, 8         | 32 50                                       |                                                                      | 63 00                                         | 16 00                                              | 111 50                 | 111 50                   |                                                         |                                 | 89               | 11                  | 20                  |
| Flamboro West, 2         | 9 75                                        |                                                                      | 86 61                                         | 18 24                                              | 114 60                 | 114 60                   |                                                         |                                 | 30               | 10                  | 16                  |
| Glennel, 5               | 14 58                                       |                                                                      | 160 00                                        | 6 00                                               | 180 58                 | 89 58                    |                                                         | 91 00                           | 69               | 6                   | 26                  |
| " 7                      | 41 13                                       |                                                                      | 242 42                                        | 11 00                                              | 294 55                 | 194 08                   |                                                         | 100 47                          | 28               | 8                   | 14                  |
| Grattan, 1               | 10 78                                       |                                                                      |                                               | 10 78                                              | 10 78                  |                          |                                                         |                                 | 53               | 10                  | 18                  |
| " 3                      | 19 50                                       |                                                                      | 100 00                                        | 2 80                                               | 122 30                 | 8 00                     |                                                         | 114 30                          | 37               | 9                   | 6                   |
| Greenock, 1              | 35 50                                       |                                                                      | 22 00                                         | 38 37                                              | 95 87                  | 75 50                    |                                                         | 20 37                           | 58               | 12                  | 30                  |
| Grantham, 7              | 41 00                                       |                                                                      |                                               | 100 00                                             | 141 00                 | 123 00                   |                                                         | 18 00                           | 53               | 12                  | 30                  |
| Harwich, 13              | 11 50                                       |                                                                      |                                               | 11 50                                              | 11 50                  |                          |                                                         |                                 |                  |                     | 2                   |
| Hawkesbury E., 2         | 80 50                                       |                                                                      | 72 00                                         | 10 00                                              | 162 50                 | 120 00                   |                                                         | 42 50                           | 89               | 12                  | 61                  |
| " 4                      | 16 50                                       |                                                                      | 57 00                                         | 1 40                                               | 74 90                  | 54 00                    |                                                         | 20 90                           | 32               | 9                   | 9                   |
| " 7                      | 37 50                                       |                                                                      | 61 81                                         | 8 16                                               | 107 47                 | 85 50                    |                                                         | 21 97                           | 73               | 12                  | 27                  |
| Holland, 3               | 35 00                                       |                                                                      | 11 00                                         |                                                    | 46 00                  | 27 00                    |                                                         | 19 00                           | 65               | 10                  | 14                  |
| Humberston, 8            | 29 61                                       |                                                                      | 156 22                                        | 42 87                                              | 228 20                 | 198 00                   | 2 00                                                    | 28 20                           | 120              | 11                  | 56                  |
| Hungerford, 14           | 21 00                                       |                                                                      | 7 00                                          | 46 56                                              | 74 56                  | 60 00                    |                                                         | 14 56                           | 22               | 6                   | 6                   |
| Howard, 9                | 8 98                                        |                                                                      | 83 61                                         |                                                    | 92 59                  | 74 00                    |                                                         | 18 59                           | 46               | 6                   | 8                   |
| Hullett, 2               | 39 50                                       |                                                                      |                                               |                                                    | 39 50                  | 39 50                    |                                                         |                                 |                  |                     | 33                  |
| Kingston, 8              | 25 50                                       |                                                                      | 109 61                                        | 78 12                                              | 213 23                 | 146 67                   | 4 00                                                    | 62 56                           | 46               | 11                  | 17                  |
| Lancaster, 7             | 2 00                                        |                                                                      |                                               | 72 00                                              | 74 00                  | 72 00                    |                                                         | 2 00                            | 34               | 7                   | 9                   |
| " 11                     | 6 50                                        |                                                                      |                                               |                                                    | 6 50                   | 6 50                     |                                                         |                                 |                  |                     |                     |
| " 13                     | 13 00                                       |                                                                      |                                               | 27 00                                              | 40 00                  | 40 00                    |                                                         |                                 | 31               | 9                   | 18                  |
| " 14                     | 13 43                                       |                                                                      |                                               | 132 00                                             | 145 43                 | 89 63                    |                                                         | 55 80                           | 54               | 9                   | 19                  |
| Lochiel, 10              | 65 50                                       |                                                                      | 65 40                                         | 549 68                                             | 680 58                 | 551 72                   |                                                         | 128 86                          | 141              | 9                   | 58                  |
| " 12                     | 17 89                                       |                                                                      | 17 60                                         | 57 60                                              | 92 89                  | 85 10                    |                                                         | 7 79                            | 60               | 10                  | 28                  |
| McKillop, U.S.S., 1      | 19 80                                       |                                                                      | 312 17                                        |                                                    | 331 97                 | 290 40                   |                                                         | 41 57                           | 121              | 11                  | 40                  |
| Maidstone, 3             | 28 50                                       |                                                                      |                                               | 5 50                                               | 34 00                  | 17 00                    |                                                         | 17 00                           | 47               | 5                   | 9                   |
| Marlborough, 5           | 14 50                                       |                                                                      |                                               | 12 00                                              | 26 50                  | 21 50                    |                                                         | 5 00                            | 26               | 11                  | 15                  |
| Melanathon, 7            | 5 04                                        |                                                                      |                                               |                                                    | 5 04                   | 4 00                     |                                                         | 1 04                            | 3                | 0                   | 13                  |
| Minto, 4                 | 16 90                                       |                                                                      | 232 82                                        | 13 15                                              | 262 87                 | 200 00                   |                                                         | 62 87                           | 51               | 11                  | 28                  |
| Monro, 4                 | 6 24                                        |                                                                      |                                               |                                                    | 253 71                 | 168 00                   |                                                         | 85 71                           | 6                | 0                   | 18                  |
|                          | 22                                          |                                                                      | 834 03                                        | 2499 61                                            | 6637 86                | 5094 10                  | 49 75                                                   | 1494 01                         | 2636             |                     | 1108                |

\*No Report.

SEPARATE SCHOOLS OF UPPER CANADA, 1864.

| No. of Teachers. | TEACHERS. |         | Religious Orders. | No. of schools opened & closed with prayer. | No. of schools using the Bible. | NUMBER OF PUPILS IN THE DIFFERENT BRANCHES OF EDUCATION. |          |             |          |            |          |               |          |           |                     |        |              |                            | MAPS, APPARATUS, &c. |              |                         |  |
|------------------|-----------|---------|-------------------|---------------------------------------------|---------------------------------|----------------------------------------------------------|----------|-------------|----------|------------|----------|---------------|----------|-----------|---------------------|--------|--------------|----------------------------|----------------------|--------------|-------------------------|--|
|                  | Male.     | Female. |                   |                                             |                                 | No. of pupils learning Reading.                          | Writing. | Arithmetic. | Grammar. | Geography. | History. | Book-keeping. | Algebra. | Geometry. | Natural Philosophy. | Music. | No. of maps. | No. of schools using maps. | Apparatus.           | Blackboards. | When first established. |  |
| 1                |           |         |                   |                                             |                                 | 14                                                       | 6        | 6           | 1        | 1          |          |               |          |           |                     |        |              |                            |                      | 1864         |                         |  |
| 1                |           |         |                   |                                             |                                 | 109                                                      | 53       | 49          | 26       | 77         | 23       | 1             |          |           |                     |        |              |                            | 7                    | 1            | 1864                    |  |
| 1                |           |         |                   |                                             |                                 | 158                                                      | 93       | 64          | 8        | 64         | 8        | 2             |          |           |                     |        |              |                            | 4                    | 1            | 1853                    |  |
| 1                |           |         |                   |                                             |                                 | 106                                                      | 91       | 90          | 10       | 71         |          |               |          |           |                     |        |              |                            |                      |              | 1853                    |  |
| 1                |           |         |                   |                                             |                                 | 62                                                       | 32       | 32          | 5        | 2          | 11       |               |          |           |                     |        |              |                            |                      |              | 1859                    |  |
| 1                |           |         |                   |                                             |                                 | 57                                                       | 25       | 25          | 6        | 4          |          |               |          |           |                     |        |              |                            |                      |              | 1859                    |  |
| 1                |           |         |                   |                                             |                                 | 112                                                      | 60       | 67          | 20       | 24         | 16       | 3             | 3        | 2         | 6                   | 20     |              | 4                          | 1                    | 1863         |                         |  |
| 1                |           |         |                   |                                             |                                 | 37                                                       | 15       | 30          | 10       | 19         | 10       |               |          |           |                     |        |              |                            |                      |              | 1852                    |  |
| 1                |           |         |                   |                                             |                                 |                                                          |          |             |          |            |          |               |          |           |                     |        |              |                            |                      |              | 1864                    |  |
| 1                |           |         |                   |                                             |                                 | 31                                                       | 27       | 18          | 8        | 9          |          |               |          |           |                     |        |              |                            |                      |              | 1850                    |  |
| 1                |           |         |                   |                                             |                                 | 70                                                       | 34       | 19          | 3        | 3          |          |               |          |           |                     |        |              |                            |                      |              | 1864                    |  |
| 1                |           |         |                   |                                             |                                 | 34                                                       | 12       | 12          | 4        |            |          |               |          |           |                     |        |              |                            |                      |              | 1861                    |  |
| 1                |           |         |                   |                                             |                                 |                                                          |          |             |          |            |          |               |          |           |                     |        |              |                            |                      |              | 1861                    |  |
| 1                |           |         |                   |                                             |                                 | 21                                                       | 11       | 11          |          | 2          |          |               |          |           |                     |        |              |                            |                      |              | 1860                    |  |
| 1                |           |         |                   |                                             |                                 | 76                                                       | 58       | 58          | 38       | 38         | 24       | 4             | 2        | 2         |                     |        |              |                            |                      |              | 1854                    |  |
| 1                |           |         |                   |                                             |                                 | 21                                                       | 13       | 13          | 5        | 5          | 6        |               |          |           |                     |        |              |                            |                      |              | 1864                    |  |
| 1                |           |         |                   |                                             |                                 | 57                                                       | 31       | 10          | 28       |            |          |               |          |           |                     |        |              |                            | 4                    | 1            | 1856                    |  |
| 1                |           |         |                   |                                             |                                 | 37                                                       | 24       | 20          | 9        | 25         | 12       |               |          |           |                     |        |              |                            | 5                    | 1            | 1842                    |  |
| 1                |           |         |                   |                                             |                                 | 54                                                       | 27       | 27          | 14       | 14         | 4        |               |          |           |                     |        |              |                            |                      |              | 1858                    |  |
| 1                |           |         |                   |                                             |                                 |                                                          |          |             |          |            |          |               |          |           |                     |        |              |                            |                      |              | 1864                    |  |
| 1                |           |         |                   |                                             |                                 | 60                                                       | 35       | 32          | 7        |            |          |               |          |           |                     |        |              |                            |                      |              | 1864                    |  |
| 1                |           |         |                   |                                             |                                 | 28                                                       | 17       | 17          | 14       |            |          |               |          |           |                     |        |              |                            |                      |              | 1862                    |  |
| 1                |           |         |                   |                                             |                                 | 53                                                       | 30       | 31          | 15       | 40         | 15       |               |          |           |                     |        |              |                            |                      |              | 1864                    |  |
| 1                |           |         |                   |                                             |                                 | 37                                                       | 30       | 12          | 1        |            |          |               |          |           |                     |        |              |                            |                      |              | 1858                    |  |
| 1                |           |         |                   |                                             |                                 | 58                                                       | 29       | 10          | 3        |            |          |               |          |           |                     |        |              |                            |                      |              | 1858                    |  |
| 1                |           |         |                   |                                             |                                 | 46                                                       | 35       | 37          | 18       | 18         | 4        | 8             | 2        |           |                     |        |              |                            | 4                    | 1            | 1855                    |  |
| 1                |           |         |                   |                                             |                                 |                                                          |          |             |          |            |          |               |          |           |                     |        |              |                            |                      |              | 1862                    |  |
| 1                |           |         |                   |                                             |                                 | 89                                                       | 36       | 34          | 18       | 4          | 12       |               |          |           |                     |        |              |                            | 3                    | 1            | 1856                    |  |
| 1                |           |         |                   |                                             |                                 | 32                                                       | 17       | 17          | 3        |            |          |               |          |           |                     |        |              |                            |                      |              | 1857                    |  |
| 1                |           |         |                   |                                             |                                 | 73                                                       | 28       | 28          | 25       | 24         | 13       | 2             |          |           |                     |        |              |                            | 2                    | 1            | 1853                    |  |
| 1                |           |         |                   |                                             |                                 | 65                                                       | 30       | 32          | 2        | 2          |          |               |          |           |                     |        |              |                            |                      |              | 1860                    |  |
| 1                |           |         |                   |                                             |                                 | 120                                                      | 58       | 60          | 31       | 17         | 26       | 2             | 3        | 6         | 120                 |        |              |                            |                      |              | 1864                    |  |
| 1                |           |         |                   |                                             |                                 | 22                                                       | 10       | 8           |          |            |          |               |          |           |                     |        |              |                            |                      |              | 1859                    |  |
| 1                |           |         |                   |                                             |                                 | 46                                                       | 25       | 22          | 11       | 22         | 2        | 2             |          |           |                     |        |              |                            |                      |              | 1863                    |  |
| 1                |           |         |                   |                                             |                                 |                                                          |          |             |          |            |          |               |          |           |                     |        |              |                            |                      |              | 1860                    |  |
| 1                |           |         |                   |                                             |                                 | 46                                                       | 15       | 27          | 4        | 11         |          |               |          |           |                     |        |              |                            |                      |              | 1856                    |  |
| 1                |           |         |                   |                                             |                                 | 34                                                       | 28       | 16          | 11       | 7          |          |               |          |           |                     |        |              |                            |                      |              | 1856                    |  |
| 1                |           |         |                   |                                             |                                 | 31                                                       | 21       | 31          | 4        | 2          |          |               |          |           |                     |        |              |                            |                      |              | 1859                    |  |
| 1                |           |         |                   |                                             |                                 | 54                                                       | 30       | 25          | 6        | 3          |          |               |          |           |                     |        |              |                            |                      |              | 1864                    |  |
| 3                |           |         |                   |                                             |                                 | 140                                                      | 12       | 86          | 84       | 89         | 121      | 4             |          | 1         | 18                  | 20     |              |                            |                      |              | 1854                    |  |
| 1                |           |         |                   |                                             |                                 | 46                                                       | 29       | 20          | 8        | 3          |          |               |          |           |                     |        |              |                            |                      |              |                         |  |

TABLE F.—THE ROMAN CATHOLIC

| No. of Separate Schools.   | RECEIPTS.                                     |                                                                      |                                               |                                                     | EXPENDITURE.           |                          |                                                        |                                 | PUPILS AND TIME. |                     |                     |
|----------------------------|-----------------------------------------------|----------------------------------------------------------------------|-----------------------------------------------|-----------------------------------------------------|------------------------|--------------------------|--------------------------------------------------------|---------------------------------|------------------|---------------------|---------------------|
|                            | Amount of the Legislative Grant paid in 1864. | Legislative appropriation for maps, apparatus, prizes and libraries. | Amount raised from School Rate on supporters. | Amount subscribed by supporters, and other sources. | Total amount received. | Amount paid to teachers. | Amount paid for maps, apparatus, prizes and libraries. | Amount paid for other purposes. | No. of pupils.   | No. of months open. | Average attendance. |
| <i>Brought over.</i>       | 51                                            | \$ 1282 99                                                           | \$ 21 23                                      | \$ 2834 03                                          | \$ 2499 61             | \$ 6637 86               | \$ 5094 10                                             | \$ 49 75                        | 1494 01          | 2636                | 1108                |
| Nepaan,                    | 13                                            | 1 15 50                                                              |                                               | 16 50                                               | 28 39                  | 60 39                    | 60 39                                                  |                                 |                  | 15                  | 10 9                |
| Nichol,                    | 1                                             | 1 27 00                                                              |                                               | 5 40                                                | 102 12                 | 137 52                   | 107 42                                                 |                                 | 30 10            | 69                  | 12 32               |
| Normanby,                  | 2                                             | 1 60 00                                                              |                                               | 64 50                                               | 4 35                   | 128 85                   | 84 50                                                  |                                 | 44 35            | 67                  | 10 37               |
| "                          | 10                                            | 1 17 50                                                              |                                               | 81 22                                               | 6 10                   | 104 88                   | 80 07                                                  | 1 00                            | 33 81            | 60                  | 6 11                |
| Oxford,                    | 6                                             | 1 10 04                                                              |                                               | 21 70                                               | 1 86                   | 34 50                    | 34 50                                                  |                                 |                  | 20                  | 11 11               |
| Oneida,                    | 6                                             | 1 35 00                                                              |                                               | 40 10                                               | 408 75                 | 483 85                   | 435 00                                                 |                                 | 48 85            | 70                  | 11 23               |
| Orillia,                   | 1                                             | 1 23 50                                                              |                                               |                                                     | 39 62                  | 63 12                    | 63 12                                                  |                                 |                  | 44                  | 12 17               |
| Otonabee,                  | 10                                            | 1 38 50                                                              |                                               | 120 00                                              | 158 59                 | 148 00                   | 148 00                                                 |                                 | 10 50            | 56                  | 12 21               |
| Peel,                      | 8                                             | 1 19 60                                                              | 6 70                                          | 303 60                                              | 6 70                   | 341 60                   | 163 80                                                 | 13 40                           | 164 40           | 93                  | 11 35               |
| "                          | 9                                             | 1 24 50                                                              |                                               | 297 00                                              |                        | 321 50                   | 27 00                                                  |                                 | 294 50           | 114                 | 11 46               |
| Percy,                     | 5                                             | 1 18 00                                                              |                                               | 125 00                                              | 1 84                   | 144 84                   | 128 00                                                 |                                 | 16 84            | 67                  | 11 18               |
| Pilkington,                | 6                                             | 1 32 00                                                              |                                               |                                                     | 35 00                  | 67 00                    | 42 00                                                  |                                 | 25 00            | 87                  | 12 36               |
| Pitts'gb,*7&9              | 1                                             | 1 4 24                                                               |                                               |                                                     |                        | 4 24                     | 4 24                                                   |                                 |                  |                     | 4                   |
| Plantagenet                |                                               |                                                                      |                                               |                                                     |                        |                          |                                                        |                                 |                  |                     |                     |
| North,                     | 9                                             | 1 37 50                                                              |                                               | 33 00                                               | 9 50                   | 80 00                    | 80 00                                                  |                                 |                  | 56                  | 12 16               |
| Proton,                    | 6                                             | 1 14 22                                                              |                                               |                                                     | 8 77                   | 22 99                    | 16 22                                                  |                                 | 6 77             | 83                  | 9 21                |
| Raleigh,                   | 5                                             | 1 37 00                                                              |                                               | 102 92                                              |                        | 139 92                   | 120 00                                                 |                                 | 19 92            | 63                  | 12 27               |
| "                          | 6                                             | 1 53 50                                                              |                                               | 151 66                                              | 16 70                  | 221 56                   | 185 47                                                 |                                 | 36 29            | 68                  | 12 38               |
| Sheffield,                 | 5                                             | 1 21 00                                                              |                                               | 27 00                                               |                        | 58 90                    | 52 60                                                  |                                 | 6 30             | 61                  | 11 27               |
| Sombra,                    | 5                                             | 1 12 65                                                              |                                               | 264 00                                              | 4 00                   | 280 65                   | 140 00                                                 |                                 | 140 65           | 69                  | 7 20                |
| Stamford,                  | 7                                             | 1 38 72                                                              | 15 00                                         | 40 00                                               | 88 38                  | 182 10                   | 147 38                                                 | 34 00                           | 72               | 103                 | 11 42               |
| Stephon,                   | 5                                             | 1 25 00                                                              |                                               | 164 00                                              | 21 71                  | 210 71                   | 178 00                                                 |                                 | 32 71            | 82                  | 12 22               |
| Sullivan,*3                | 1                                             | 1 20 00                                                              |                                               |                                                     |                        | 20 00                    | 20 00                                                  |                                 |                  |                     | 14                  |
| Sydenham,*7                | 1                                             | 1 23 26                                                              |                                               | 169 25                                              |                        | 192 51                   | 168 00                                                 |                                 | 24 51            | 55                  | 12 25               |
| Thurlow,*20                | 1                                             | 1 22 00                                                              |                                               |                                                     |                        | 22 00                    | 22 00                                                  |                                 |                  |                     | 16                  |
| Toronto Gore,*6            | 1                                             | 1 21 50                                                              |                                               | 61 26                                               | 33 19                  | 115 95                   | 115 67                                                 |                                 | 28               | 50                  | 12 16               |
| Vespra,*7                  | 1                                             | 1 12 00                                                              |                                               | 122 80                                              |                        | 134 80                   | 133 50                                                 |                                 | 1 30             | 32                  | 9 16                |
| Wellesly, U. S. S., 9 & 10 | 1                                             | 1 29 00                                                              |                                               | 247 79                                              | 4 80                   | 281 68                   | 237 50                                                 |                                 | 44 18            | 61                  | 9 33                |
| "                          | 11                                            | 1 39 00                                                              |                                               | 298 00                                              | 4 30                   | 341 30                   | 300 00                                                 |                                 | 41 30            | 162                 | 11 63               |
| Westminster,*13            | 1                                             | 1 17 00                                                              |                                               | 60 00                                               |                        | 77 00                    | 70 00                                                  |                                 | 7 00             | 35                  | 7 9                 |
| Williams                   |                                               |                                                                      |                                               |                                                     |                        |                          |                                                        |                                 |                  |                     |                     |
| West,                      | 11                                            | 1 28 00                                                              |                                               |                                                     |                        | 28 00                    | 28 00                                                  |                                 |                  | 83                  | 9 27                |
| Wilmot,*15                 | 1                                             | 1 50 50                                                              |                                               | 211 78                                              | 110 75                 | 373 01                   | 300 00                                                 | 2 00                            | 71 01            | 113                 | 12 55               |
| "                          | 13                                            | 1 16 50                                                              |                                               | 119 20                                              | 64                     | 136 24                   | 108 00                                                 |                                 | 28 24            | 33                  | 4 12                |
| Windham,*8                 | 1                                             | 1 15 50                                                              |                                               | 78 57                                               | 10 50                  | 104 57                   | 102 00                                                 |                                 | 2 57             | 72                  | 10 28               |
| Wolfe Island,*1            | 1                                             | 1 38 50                                                              |                                               | 194 49                                              | 51 26                  | 284 25                   | 250 54                                                 |                                 | 33 71            | 86                  | 12 44               |
| "                          | 4                                             | 1 37 38                                                              |                                               |                                                     | 288 16                 | 275 54                   | 262 52                                                 |                                 | 13 02            | 79                  | 12 30               |
| "                          | 6                                             | 1 11 77                                                              |                                               | 24 00                                               | 15 50                  | 51 27                    | 40 00                                                  |                                 | 11 27            | 43                  | 11 14               |
| "                          | *17                                           | 1 8 50                                                               |                                               |                                                     |                        | 8 50                     | 8 50                                                   |                                 |                  |                     |                     |
| Fonge,                     |                                               |                                                                      |                                               |                                                     |                        |                          |                                                        |                                 |                  |                     |                     |
| E. & R. 4&13               | 1                                             | 1 4 08                                                               |                                               | 12 00                                               | 7 92                   | 24 00                    | 21 00                                                  |                                 | 3 00             | 24                  | 7 10                |
| York,*1                    | 1                                             | 1 31 00                                                              | 7 00                                          |                                                     | 153 34                 | 191 34                   | 140 00                                                 | 17 00                           | 34 34            | 74                  | 12 25               |
| "                          | 6                                             | 1 34 57                                                              |                                               | 73 30                                               | 262 29                 | 370 16                   | 159 50                                                 | 3 45                            | 207 21           | 75                  | 11 35               |
| "                          | 21                                            | 1 38 50                                                              |                                               | 22 35                                               | 89 09                  | 149 94                   | 128 00                                                 |                                 | 21 94            | 72                  | 12 29               |
| "                          | 22                                            | 1 40 00                                                              |                                               |                                                     | 153 95                 | 202 95                   | 169 95                                                 |                                 | 33 00            | 117                 | 12 38               |
| Total.....                 | 193                                           | 2406 42                                                              | 49 93                                         | 6395 30                                             | 4419 24                | 13270 89                 | 10176 49                                               | 120 60                          | 2973 80          | 5249                | 102138              |
| <b>CITIES.</b>             |                                               |                                                                      |                                               |                                                     |                        |                          |                                                        |                                 |                  |                     |                     |
| Toronto.....               | 7                                             | 1751 50                                                              | 60 25                                         | 1604 83                                             | 620 49                 | 4037 07                  | 3441 00                                                | 184 50                          | 411 57           | 2453                | 12 1274             |
| Hamilton.....              | 2                                             | 425 50                                                               |                                               | 876 39                                              | 619 29                 | 1921 18                  | 1556 63                                                |                                 | 364 55           | 928                 | 12 394              |
| Kingston.....              | 3                                             | 440 00                                                               |                                               | 1190 51                                             | 207 86                 | 1838 37                  | 1140 00                                                | 62 00                           | 636 37           | 850                 | 12 461              |
| London.....                | 1                                             | 162 50                                                               |                                               | 557 98                                              | 342 72                 | 1063 20                  | 813 74                                                 |                                 | 249 48           | 534                 | 12 688              |
| Ottawa.....                | 5                                             | 967 50                                                               |                                               | 2729 20                                             | 2103 66                | 5800 36                  | 2888 78                                                | 40 14                           | 2871 44          | 1564                | 12 688              |
| Total.....                 | 18                                            | 3747 00                                                              | 60 25                                         | 6958 91                                             | 3894 62                | 14660 18                 | 9840 15                                                | 286 64                          | 4533 39          | 6329                | 123505              |

\*No Report.

SEPARATE SCHOOLS OF UPPER CANADA, 1864—(Continued).

| No. of Teachers. | TEACHERS. |         | RELIGIOUS EXERCISES |         | NUMBER OF PUPILS IN THE DIFFERENT BRANCHES OF EDUCATION. |                                 |                                 |          |             |          |            |          |               |          |           | MAPS, APPARATUS, &c. |        |              |                            |            |              |
|------------------|-----------|---------|---------------------|---------|----------------------------------------------------------|---------------------------------|---------------------------------|----------|-------------|----------|------------|----------|---------------|----------|-----------|----------------------|--------|--------------|----------------------------|------------|--------------|
|                  | Male.     | Female. | Male.               | Female. | No. of schools opened & closed with prayer.              | No. of schools using the Bible. | No. of pupils learning Reading. | Writing. | Arithmetic. | Grammar. | Geography. | History. | Book-keeping. | Algebra. | Geometry. | Natural Philosophy.  | Music. | No. of maps. | No. of schools using maps. | Apparatus. | Blackboards. | When first established. |
| 42               | 19        | 24      |                     | 2       | 34                                                       | 3                               | 2473                            | 1300     | 1231        | 548      | 617        | 415      | 36            | 13       | 12        | 83                   | 229    | 35           | 10                         | 23         | .....        |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 14                              | 8        | 8           | 4        | 4          |          |               |          |           |                      |        |              |                            |            | 1858         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 66                              | 43       | 45          | 39       | 42         | 29       |               | 4        |           |                      |        | 6            | 1                          |            | 1853         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 67                              | 20       | 20          | 25       | 12         |          |               |          |           |                      |        |              |                            |            | 1859         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 60                              | 35       | 30          | 13       | 16         |          |               |          |           |                      |        |              |                            |            | 1859         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 20                              | 8        | 6           |          | 2          |          |               |          |           |                      |        |              |                            |            | 1863         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 55                              | 33       | 33          | 33       | 33         | 5        | 8             | 1        |           |                      |        | 7            | 1                          |            | 1854         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 44                              | 34       | 34          | 20       | 44         | 12       |               |          |           |                      |        | 4            | 1                          |            | 1856         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 56                              | 38       | 26          | 1        | 1          |          |               |          |           |                      |        |              |                            |            | 1860         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 93                              | 40       | 40          | 10       | 20         |          |               |          |           |                      |        | 4            | 1                          |            | 1864         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 114                             | 50       | 40          | 6        | 5          | 3        |               | 3        | 3         |                      |        |              |                            |            | 1864         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 67                              | 40       | 50          | 37       | 40         | 40       |               |          |           |                      |        | 9            | 1                          |            | 1857         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 87                              | 75       | 25          | 3        | 30         | 7        |               |          |           |                      |        | 4            | 1                          |            | 1857         |
| 1                | 1         | 1       |                     |         |                                                          |                                 |                                 |          |             |          |            |          |               |          |           |                      |        |              |                            |            | 1864         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 56                              | 20       | 24          | 7        | 8          | 1        |               |          |           |                      |        |              |                            |            | 1861         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 66                              | 21       | 30          | 3        | 23         | 4        |               |          |           |                      |        |              |                            |            | 1861         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 63                              | 25       | 23          |          | 10         | 15       |               |          |           |                      |        |              |                            |            | 1862         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 68                              | 30       | 20          |          | 10         |          |               |          |           |                      |        | 2            | 1                          |            | 1856         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 61                              | 24       | 14          | 3        | 5          | 10       |               |          |           |                      |        |              |                            |            | 1859         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 60                              | 25       | 18          | 8        | 9          |          |               |          |           |                      |        |              |                            |            | 1864         |
| 2                | 1         | 1       |                     |         |                                                          |                                 | 90                              | 40       | 60          | 20       | 20         | 16       | 2             | 2        |           | 10                   | 40     | 6            | 1                          |            | 1862         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 82                              | 40       | 34          | 6        | 3          | 26       |               |          |           |                      |        | 1            | 1                          |            | 1860         |
| 1                | 1         | 1       |                     |         |                                                          |                                 |                                 |          |             |          |            |          |               |          |           |                      |        |              |                            |            | 1862         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 55                              | 27       | 25          | 13       | 20         |          |               |          |           |                      |        | 3            | 1                          |            | 1855         |
| 1                | 1         | 1       |                     |         |                                                          |                                 |                                 |          |             |          |            |          |               |          |           |                      |        |              |                            |            | 1861         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 50                              | 20       | 26          | 20       | 25         | 5        |               |          |           |                      |        | 3            | 1                          |            | 1861         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 17                              | 12       | 12          | 3        | 1          | 1        |               |          |           |                      |        |              |                            |            | 1845         |
| 1                | 1         | 1       |                     |         |                                                          |                                 |                                 |          |             |          |            |          |               |          |           |                      |        |              |                            |            |              |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 52                              | 48       | 48          | 6        | 8          |          |               |          |           |                      |        | 8            | 1                          |            | 1857         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 162                             | 152      | 162         | 31       | 106        |          |               |          |           |                      |        |              |                            |            | 1849         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 35                              | 11       | 16          | 9        |            |          |               |          |           |                      |        | 2            | 1                          |            | 1840         |
| 1                | 1         | 1       |                     |         |                                                          |                                 |                                 |          |             |          |            |          |               |          |           |                      |        |              |                            |            |              |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 83                              | 58       | 26          | 6        | 3          | 4        |               |          |           |                      |        |              |                            |            | 1856         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 113                             | 113      | 113         | 9        | 30         |          |               |          |           |                      |        |              |                            |            | 1845         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 9                               | 27       | 28          | 14       |            |          |               |          |           |                      |        | 8            | 1                          |            | 1859         |
| 1                | 1         | 1       |                     |         |                                                          |                                 | 70                              |          |             |          |            |          |               |          |           |                      |        |              |                            |            |              |

TABLE F.—THE ROMAN CATHOLIC

| TOWNS.                 | No. of Separate Schools. | RECEIPTS.                                   |                                                                       |                                               |                                                     |                        | EXPENDITURE.             |                                                        |                                 | PUPILS AND TIME. |                     |
|------------------------|--------------------------|---------------------------------------------|-----------------------------------------------------------------------|-----------------------------------------------|-----------------------------------------------------|------------------------|--------------------------|--------------------------------------------------------|---------------------------------|------------------|---------------------|
|                        |                          | Am't of the Legislative Grant paid in 1864. | Legislative appropriation for maps, apparatus, prizes, and libraries. | Amount raised from School Rate on supporters. | Amount subscribed by supporters, and other sources. | Total amount received. | Amount paid to teachers. | Amount paid for maps, apparatus, prizes and libraries. | Amount paid for other purposes. | No. of pupils.   | No. of months open. | Average Attendance. |
|                        |                          | \$ cts.                                     | \$ cts.                                                               | \$ cts.                                       | \$ cts.                                             | \$ cts.                | \$ cts.                  | \$ cts.                                                |                                 |                  |                     |
| Amherstb'gh            | 1                        | 94 50                                       |                                                                       | 772 00                                        | 105 19                                              | 971 69                 | 618 00                   | 27 50                                                  | 376 19                          | 172 12           | 83                  |
| Barrie Union..         | 1                        | 112 50                                      |                                                                       | 134 26                                        | 69 02                                               | 315 78                 | 300 00                   | 4 73                                                   | 11 05                           | 204 12           | 66                  |
| Belleville..           | 1                        | 181 00                                      | 14 26                                                                 | 833 99                                        |                                                     | 1129 25                | 527 35                   | 48 02                                                  | 553 88                          | 392 12           | 205                 |
| Berlin.....            | 1                        | 20 50                                       |                                                                       | 68 65                                         | 58 25                                               | 147 40                 | 144 40                   |                                                        | 3 00                            | 124 12           |                     |
| Brantford...           | 1                        | 92 50                                       |                                                                       | 235 84                                        | 256 23                                              | 584 57                 | 478 34                   |                                                        | 106 23                          | 281 12           | 123                 |
| Brackville...          | 1                        | 140 50                                      |                                                                       | 300 00                                        | 60 25                                               | 500 75                 | 391 50                   |                                                        | 109 25                          | 284 11           | 147                 |
| Chatham.....           | 1                        | 65 50                                       |                                                                       | 252 50                                        | 82 50                                               | 400 50                 | 400 50                   |                                                        |                                 | 128 12           | 45                  |
| Clifton.....           | 1                        | 57 00                                       | 23 63                                                                 | 190 00                                        | 123 00                                              | 293 63                 | 245 00                   | 47 26                                                  | 1 37                            | 146 12           | 52                  |
| Cobourg.....           | 1                        | 120 00                                      |                                                                       | 170 37                                        | 136 00                                              | 426 37                 | 397 77                   | 7 34                                                   | 21 26                           | 156 12           | 81                  |
| Dundas.....            | 1                        | 133 50                                      |                                                                       | 95 22                                         | 507 03                                              | 735 75                 | 700 00                   |                                                        | 35 75                           | 238 12           | 82                  |
| Geolph.....            | 1                        | 171 50                                      |                                                                       | 245 57                                        | 34 41                                               | 451 78                 | 433 00                   | 4 00                                                   | 9 78                            | 329 12           | 129                 |
| Ingersoll....          | 1                        | 63 00                                       |                                                                       |                                               | 257 00                                              | 320 00                 | 320 00                   |                                                        |                                 | 115 12           | 46                  |
| Lindsay.....           | 1                        | 113 50                                      |                                                                       | 491 21                                        | 175 13                                              | 779 84                 | 589 39                   | 5 00                                                   | 185 45                          | 319 12           | 122                 |
| Napance.....           | 1                        | 32 50                                       |                                                                       | 52 12                                         | 92 25                                               | 176 87                 | 175 72                   |                                                        | 1 15                            | 62 12            | 31                  |
| Niagara.....           | 1                        | 58 00                                       |                                                                       | 70 00                                         | 60 00                                               | 188 00                 | 187 68                   |                                                        | 32                              | 122 12           | 42                  |
| Oakville.....          | 1                        | 48 50                                       |                                                                       | 55 54                                         | 112 61                                              | 216 65                 | 200 65                   | 6 00                                                   | 10 00                           | 127 12           | 50                  |
| Paris.....             | 1                        | 52 50                                       |                                                                       |                                               | 52 50                                               | 52 50                  |                          |                                                        |                                 |                  | 50                  |
| Perth.....             | 1                        | 64 50                                       | 40 06                                                                 | 585 50                                        |                                                     | 690 00                 | 600 00                   | 90 00                                                  |                                 | 178 12           | 63                  |
| Peterborough           | 1                        | 119 00                                      |                                                                       | 237 62                                        | 81 00                                               | 437 62                 | 435 12                   |                                                        | 2 50                            | 328 12           | 136                 |
| Pictou.....            | 1                        | 64 00                                       |                                                                       |                                               | 179 69                                              | 268 69                 | 243 68                   |                                                        | 01                              | 88 12            | 59                  |
| Prescott....           | 1                        | 145 50                                      |                                                                       | 453 00                                        | 227 11                                              | 830 61                 | 700 00                   | 24 50                                                  | 106 11                          | 212 12           | 100                 |
| St. Catharines         | 1                        | 232 50                                      |                                                                       | 483 19                                        | 50 00                                               | 750 69                 | 433 00                   |                                                        | 317 69                          | 491 12           | 252                 |
| Stratford....          | 1                        | 35 96                                       |                                                                       | 147 98                                        | 148 50                                              | 332 44                 | 325 98                   |                                                        | 6 46                            | 165 12           | 68                  |
| Whitby.....            | 1                        | 30 50                                       |                                                                       | 55 54                                         | 269 10                                              | 355 14                 | 254 62                   |                                                        | 100 52                          | 127 12           | 48                  |
| Total.....             | 24                       | 2248 96                                     | 77 89                                                                 | 5920 40                                       | 3084 27                                             | 11331 52               | 9159 20                  | 284 35                                                 | 1909 97                         | 4777 12          | 2120                |
| <b>VILLAGES.</b>       |                          |                                             |                                                                       |                                               |                                                     |                        |                          |                                                        |                                 |                  |                     |
| Chippewa....           | 1                        |                                             |                                                                       | 32 64                                         | 33 25                                               | 65 89                  | 33 25                    |                                                        | 32 64                           | 63 6             |                     |
| Fergus.....            | 1                        | 16 00                                       |                                                                       | 69 00                                         | 54 00                                               | 139 00                 | 97 50                    |                                                        | 41 50                           | 45 12            | 19                  |
| Fort Erie....          | 1                        | 17 50                                       |                                                                       |                                               |                                                     | 17 50                  | 17 50                    |                                                        |                                 | 74 10            | 23                  |
| Merrickville           | 1                        | 24 50                                       |                                                                       |                                               | 96 00                                               | 120 50                 | 80 00                    | 2 00                                                   | 38 50                           | 55 12            | 35                  |
| Newmarket..            | 1                        | 38 50                                       |                                                                       | 83 00                                         | 149 25                                              | 270 75                 | 263 00                   |                                                        | 7 75                            | 76 12            | 39                  |
| Oshawa.....            | 1                        | 47 00                                       |                                                                       | 180 17                                        |                                                     | 227 17                 | 107 68                   |                                                        | 119 49                          | 123 12           | 73                  |
| Pembroke....           | 1                        | 13 86                                       |                                                                       | 300 00                                        | 509 00                                              | 822 86                 | 49 00                    |                                                        | 773 86                          | 79 9             | 17                  |
| Portsmouth..           | 1                        | 40 50                                       |                                                                       | 88 14                                         | 171 75                                              | 300 39                 | 270 81                   |                                                        | 29 58                           | 93 11            | 47                  |
| Preston.....           | 1                        | 27 00                                       |                                                                       | 92 14                                         | 108 41                                              | 227 55                 | 225 00                   |                                                        | 2 55                            | 73 11            | 40                  |
| Thorold.....           | 1                        | 56 50                                       |                                                                       | 104 96                                        | 143 07                                              | 304 53                 | 304 53                   |                                                        |                                 | 161 12           | 76                  |
| Trenton.....           | 1                        | 54 00                                       |                                                                       | 276 43                                        | 4 25                                                | 334 68                 | 299 00                   |                                                        | 35 68                           | 168 12           | 79                  |
| Wellington..           | 1                        | 56 78                                       |                                                                       |                                               |                                                     | 56 78                  |                          |                                                        |                                 |                  | 15                  |
| Total.....             | 12                       | 392 14                                      |                                                                       | 1226 48                                       | 1268 98                                             | 2887 60                | 1804 05                  | 2 00                                                   | 1081 15                         | 1010 10          | 463                 |
| Grand Total, 1864..... | 147                      | 8794 52                                     | 188 07                                                                | 20501 09                                      | 12666 51                                            | 42150 19               | 30979 89                 | 673 59                                                 | 10496 71                        | 17365 11         | 3226                |
| Grand Total, 1863..... | 120                      | 8075 54                                     | 103 38                                                                | 13945 72                                      | 11684 36                                            | 33809 00               | 25440 82                 | 366 46                                                 | 8001 72                         | 15859 11         |                     |
| Increase.....          | 27                       | 718 98                                      | 84 69                                                                 | 6555 37                                       | 982 15                                              | 8241 19                | 5539 07                  | 307 13                                                 | 2494 99                         | 1506             |                     |
| Decrease.....          |                          |                                             |                                                                       |                                               |                                                     |                        |                          |                                                        |                                 |                  |                     |

\*No Report.

SEPARATE SCHOOLS OF UPPER CANADA, 1864—(Continued.)

| TEACHERS. | RELIGIOUS EXERCISES |       | NUMBER OF PUPILS IN THE DIFFERENT BRANCHES OF EDUCATION. |       |         |                                             |                                 |                                 |          |             |          |            |          | MAPS, APPARATUS, &c. |          |           |                     |        |              |                         |            |              |                         |      |
|-----------|---------------------|-------|----------------------------------------------------------|-------|---------|---------------------------------------------|---------------------------------|---------------------------------|----------|-------------|----------|------------|----------|----------------------|----------|-----------|---------------------|--------|--------------|-------------------------|------------|--------------|-------------------------|------|
|           | No. of Teachers.    | Male. | Female.                                                  | Male. | Female. | No. of schools opened & closed with prayer. | No. of schools using the Bible. | No. of pupils learning Reading. | Writing. | Arithmetic. | Grammar. | Geography. | History. | Book-keeping.        | Algebra. | Geometry. | Natural Philosophy. | Music. | No. of maps. | No. schools using maps. | Apparatus. | Blackboards. | When first established. |      |
| 2         | 1                   | 1     |                                                          |       |         | 1                                           |                                 | 172                             | 157      | 157         | 53       | 63         | 20       | 14                   | 2        | 20        |                     |        | 14           | 1                       |            | 1            | 1853                    |      |
| 3         | 1                   | 2     |                                                          |       |         | 1                                           | 1                               | 194                             | 86       | 82          | 47       | 88         | 14       |                      |          |           |                     | 30     | 8            | 1                       |            | 1            | 1855                    |      |
| 3         | 1                   | 2     |                                                          |       |         | 1                                           |                                 | 392                             | 210      | 198         | 89       | 99         |          |                      |          |           | 14                  | 190    | 10           | 1                       |            | 1            | 1857                    |      |
| 1         | 1                   |       | 1                                                        |       |         | 1                                           | 1                               | 124                             | 124      | 124         | 34       | 124        |          |                      |          |           |                     |        | 8            | 1                       |            | 1            | 1858                    |      |
| 2         | 2                   |       |                                                          |       |         | 1                                           |                                 | 281                             | 114      | 153         | 153      | 153        | 21       |                      |          |           |                     | 64     | 8            | 1                       |            | 1            | 1854                    |      |
| 2         | 2                   |       |                                                          |       |         | 1                                           | 1                               | 167                             | 70       | 76          | 20       | 20         | 44       |                      |          |           |                     |        | 6            | 1                       |            | 1            | 1854                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           | 1                               | 119                             | 47       | 61          | 29       | 29         | 16       |                      |          |           |                     |        | 8            | 1                       | 1          | 1            | 1851                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           |                                 | 146                             | 80       | 80          | 25       | 40         | 6        | 2                    |          |           |                     | 60     | 10           | 1                       | 1          | 1            | 1856                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           | 1                               | 156                             | 90       | 100         | 60       | 100        | 30       | 5                    | 4        | 1         | 30                  |        | 8            | 1                       | 1          | 1            | 1853                    |      |
| 2         | 1                   | 1     |                                                          |       |         | 1                                           |                                 | 238                             | 188      | 177         | 177      | 76         | 10       | 8                    | 7        | 15        | 50                  | 13     | 1            |                         | 1          | 1            | 1858                    |      |
| 3         | 1                   | 2     |                                                          |       |         | 1                                           | 1                               | 329                             | 100      | 135         | 80       | 95         | 45       | 6                    | 6        | 6         | 52                  | 14     | 1            |                         | 1          | 1            | 1854                    |      |
| 2         | 1                   | 1     |                                                          |       |         | 1                                           |                                 | 80                              | 54       | 65          | 15       | 36         | 6        | 5                    | 3        | 3         |                     |        | 5            | 1                       |            | 1            | 1859                    |      |
| 2         | 1                   | 1     |                                                          |       |         | 1                                           | 1                               | 319                             | 180      | 152         | 73       | 30         | 30       | 3                    | 13       | 12        | 30                  |        | 5            | 1                       | 1          | 1            | 1855                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           |                                 | 62                              | 12       | 30          | 8        | 8          |          |                      |          |           | 14                  |        | 4            | 1                       |            | 1            | 1853                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           |                                 | 123                             | 54       | 49          | 32       | 32         | 8        | 2                    |          |           |                     | 10     | 1            |                         | 1          | 1            | 1857                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           |                                 | 127                             | 56       | 50          | 14       | 48         | 12       |                      |          |           |                     | 9      | 3            | 1                       |            | 1            | 1860                    |      |
| 2         | 1                   | 1     |                                                          |       |         | 1                                           |                                 | 176                             | 95       | 70          | 55       | 46         | 53       | 3                    |          | 7         |                     | 22     | 13           | 1                       | 1          | 1            | 1854                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           |                                 | 328                             | 233      | 249         | 165      | 100        | 122      | 10                   | 5        | 6         | 30                  |        | 7            | 1                       |            | 1            | 1851                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           |                                 | 88                              | 35       | 48          | 16       | 29         | 9        | 6                    | 1        | 5         |                     |        | 5            | 1                       |            | 1            | 1841                    |      |
| 2         | 1                   | 1     |                                                          |       |         | 1                                           | 1                               | 190                             | 120      | 115         | 74       | 70         | 22       | 9                    | 4        | 1         | 28                  |        | 10           | 1                       |            | 1            | 1852                    |      |
| 4         | 1                   | 3     |                                                          |       |         | 1                                           |                                 | 481                             | 387      | 318         | 201      | 201        | 32       | 10                   | 8        | 8         | 15                  | 200    | 8            | 1                       |            | 1            | 1857                    |      |
| 2         | 2                   |       |                                                          |       |         | 1                                           | 1                               | 165                             | 95       | 98          | 50       | 50         | 30       |                      | 5        | 1         | 6                   | 38     | 4            | 1                       |            | 1            | 1864                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           |                                 | 127                             | 61       | 61          | 61       | 61         | 27       | 12                   | 12       | 22        | 10                  |        | 4            | 1                       |            | 1            | 1860                    |      |
| 40        | 20                  | 20    | 1                                                        | 12    |         | 21                                          | 11                              | 4584                            | 2648     | 2648        | 1528     | 1685       | 790      | 101                  | 73       | 99        | 193                 | 715    | 185          | 23                      | 5          | 18           |                         |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           |                                 | 63                              | 32       | 56          | 20       | 16         | 6        |                      |          |           |                     | 63     | 5            | 1                       |            | 1            | 1864                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           | 1                               | 45                              | 18       | 18          | 9        | 15         |          |                      |          |           |                     |        | 3            | 1                       |            | 1            | 1860                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           |                                 | 33                              | 12       | 16          | 6        | 12         | 8        | 2                    |          |           |                     |        | 4            | 1                       |            | 1            | 1859                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           |                                 | 55                              | 22       | 11          | 7        |            |          |                      |          |           |                     |        | 3            | 1                       |            | 1            | 1855                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           |                                 | 76                              | 25       | 30          | 15       | 25         | 16       |                      |          |           |                     |        | 9            | 1                       |            | 1            | 1857                    |      |
| 2         | 2                   |       |                                                          |       |         | 1                                           | 1                               | 124                             | 60       | 60          | 30       | 25         | 12       |                      |          |           |                     |        | 8            | 1                       |            | 1            | 1859                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           |                                 | 79                              | 60       | 60          | 20       | 20         | 14       | 4                    | 1        | 5         |                     |        |              |                         |            | 1            | 1864                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           | 1                               | 93                              | 60       | 50          | 25       | 14         | 11       |                      |          |           |                     |        | 6            | 1                       |            | 1            | 1859                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           |                                 | 73                              | 25       | 28          | 20       | 8          | 15       |                      |          |           |                     |        | 7            | 1                       |            | 1            | 1848                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           |                                 | 80                              | 50       | 45          | 8        | 8          |          |                      |          |           |                     | 15     |              |                         |            | 1            | 1853                    |      |
| 1         | 1                   |       |                                                          |       |         | 1                                           | 1                               | 169                             | 90       | 126         | 90       | 50         | 6        | 6                    | 5        | 4         | 2                   |        | 8            | 1                       |            | 1            | 1838                    |      |
|           |                     |       |                                                          |       |         |                                             |                                 |                                 |          |             |          |            |          |                      |          |           |                     |        |              |                         |            |              |                         | 1864 |
| 12        | 6                   | 6     |                                                          |       |         | 2                                           | 8                               | 889                             | 454      | 493         | 250      | 193        | 91       | 15                   | 6        | 9         | 14                  | 133    | 59           | 10                      |            | 9            |                         |      |
| 190       | 83                  | 107   | 22                                                       | 42    | 107     | 44                                          | 16246                           | 8986                            | 9136     | 4700        | 5777     | 2528       | 384      | 321                  | 225      | 519       | 4010                | 496    | 83           | 8                       | 93         |              |                         |      |
| 171       | 78                  | 92    | 14                                                       | 38    | 86      | 29                                          | 15000                           | 8196                            | 7953     | 4413        | 6215     | 1846       | 463      | 377                  | 320      | 421       | 2011                | 442    | 77           | 1                       | 85         |              |                         |      |
| 19        | 5                   | 14    | 8                                                        | 4     | 21      | 15                                          | 1246                            | 790                             | 1183     | 287         |          | 438        |          |                      |          |           |                     |        |              |                         |            |              |                         |      |

TABLE G.—THE GRAMMAR SCHOOLS

| COUNTIES.                        | SCHOOLS.         | MONEYS.                                                           |                                            |                        |            |                                  |                                                       |                        |                                  |                                             |               |         |         |     |      |    |      |     |      |     |      |  |                      |                                       |                           |                |
|----------------------------------|------------------|-------------------------------------------------------------------|--------------------------------------------|------------------------|------------|----------------------------------|-------------------------------------------------------|------------------------|----------------------------------|---------------------------------------------|---------------|---------|---------|-----|------|----|------|-----|------|-----|------|--|----------------------|---------------------------------------|---------------------------|----------------|
|                                  |                  | RECEIPTS.                                                         |                                            |                        |            |                                  |                                                       | EXPENDITURE.           |                                  |                                             |               |         |         |     |      |    |      |     |      |     |      |  |                      |                                       |                           |                |
|                                  |                  | Legislat <sup>r</sup> 's Grant                                    |                                            | Local Sources.         |            |                                  | Total Receipts for Grammar School purposes, for 1864. | For Masters' Salaries. | For Building, Rent, and Repairs. | For Maps, Apparatus, Prizes, and Libraries. | Balance over. |         |         |     |      |    |      |     |      |     |      |  |                      |                                       |                           |                |
|                                  |                  | For Masters' Salaries, received from 1st Jan'y. to 31st December. | For Maps, Apparatus Prizes, and Libraries. | From Municipal Grants. | From Fees. | From Balances and other sources. |                                                       |                        |                                  |                                             | \$            | cts.    |         |     |      |    |      |     |      |     |      |  |                      |                                       |                           |                |
|                                  | No.              | \$                                                                | cts.                                       | \$                     | cts.       | \$                               | cts.                                                  | \$                     | cts.                             | \$                                          | cts.          | \$      | cts.    | \$  | cts. | \$ | cts. | \$  | cts. | \$  | cts. |  |                      |                                       |                           |                |
| Stormont                         | 1 Cornwall       | 1020 00                                                           |                                            | 328 50                 | 54 54      | 1423 04                          | 1328 50                                               | 16 50                  | 40 00                            | 1380 00                                     | 1403 00       | 20 04   | 56      | 31  | 11   | 14 | 56   | 14  | 14   |     |      |  |                      |                                       |                           |                |
| Dundas and Glengary              | 2 Williamstown   | 550 00                                                            | 5 00                                       | 28 00                  | 180 00     | 33 00                            | 796 00                                                | 750 00                 | 10 00                            | 11 00                                       | 25 00         | 796 00  |         | 37  | 18   | 19 | 37   | 20  | 12   | 10  |      |  | \$6, \$4, \$3.       |                                       |                           |                |
| Prescott and Russell.            | 3 Ironquois      | 325 00                                                            |                                            | 300 00                 | 432 00     | 27 00                            | 1176 00                                               | 849 00                 | 307 00                           |                                             | 50 00         | 1126 00 |         | 72  | 36   | 26 | 10   | 60  | 34   | 34  |      |  | \$4, \$3, \$2.       |                                       |                           |                |
|                                  | 4 Original       | 327 00                                                            |                                            |                        | 120 00     | 16 00                            | 461 00                                                | 431 00                 | 18 00                            |                                             | 12 00         | 441 00  |         | 38  | 24   | 12 | 13   | 38  | 12   | 13  |      |  | \$3, \$2.25, \$1.50. |                                       |                           |                |
|                                  | 5 Yankleekhill.  | 462 00                                                            |                                            | 18 00                  | 120 00     | 60 00                            | 600 00                                                | 568 00                 |                                  |                                             | 32 00         | 600 00  |         | 34  | 25   | 4  | 5    | 34  | 24   | 24  | 25   |  |                      | \$5, \$2.25, \$1.50.                  |                           |                |
| Carleton                         | 6 Ottawa         | 1088 00                                                           |                                            | 880 77                 | 4 00       | 1972 77                          | 1484 81                                               | 256 00                 | 24 07                            |                                             | 131 74        | 1896 62 | 76 15   | 98  | 67   | 9  | 2    | 98  | 21   | 21  | 25   |  |                      | \$7, \$5.                             |                           |                |
|                                  | 7 Metcalfe       | 250 00                                                            |                                            | 50 00                  | 110 00     | 410 00                           | 410 00                                                |                        |                                  |                                             |               | 410 00  |         | 15  | 11   | 3  | 1    | 15  | 3    | 3   |      |  |                      | \$2, and 50c.                         |                           |                |
|                                  | 8 Brockville     | 598 00                                                            |                                            | 120 00                 | 35 00      | 1053 00                          | 1018 00                                               | 35 00                  |                                  |                                             |               | 1053 00 |         | 33  | 23   | 10 |      | 31  | 10   | 10  |      |  |                      | \$4, \$3, \$2.                        |                           |                |
|                                  | 9 Prescott       | 275 00                                                            |                                            | 347 37                 | 168 19     | 790 56                           | 700 00                                                | 50 00                  |                                  |                                             | 40 55         | 790 56  |         | 61  | 50   | 5  |      | 61  | 26   | 7   |      |  |                      | 75c.                                  |                           |                |
| Leeds and Grenville.             | 10 Kemptville.   | 58 00                                                             |                                            | 15 80                  | 17 00      | 115 80                           | 115 80                                                |                        |                                  |                                             |               | 115 80  |         | 13  | 10   | 3  |      | 12  | 12   | 12  |      |  |                      | \$3, \$2, \$1.68.                     |                           |                |
|                                  | 11 Gananoque     | 225 00                                                            |                                            | 338 00                 |            | 561 00                           | 561 00                                                |                        |                                  |                                             |               | 561 00  |         | 58  | 48   | 10 |      | 58  | 22   | 22  |      |  |                      | Free.                                 |                           |                |
|                                  | 12 Farmersville  | 256 00                                                            |                                            | 367 16                 | 78 55      | 32 51                            | 728 22                                                | 700 00                 |                                  |                                             | 18 12         | 713 13  | 15 10   | 54  | 35   | 17 | 2    | 54  | 33   | 33  |      |  |                      | \$4, \$3.                             |                           |                |
|                                  | 13 Merrickville. | 210 00                                                            | 20 00                                      | 20 70                  | 146 60     | 10 94                            | 408 24                                                | 356 00                 |                                  |                                             | 11 64         | 408 24  |         | 29  | 25   | 3  | 1    | 29  | 16   |     |      |  |                      | \$3.                                  |                           |                |
|                                  | 14 Perth         | 750 00                                                            |                                            | 419 00                 | 31 00      | 1200 00                          | 1200 00                                               |                        |                                  |                                             |               | 1200 00 |         | 90  | 85   | 5  |      | 75  | 24   | 22  | 9    |  |                      | \$4. [non-res'                        |                           |                |
|                                  | 15 Smith's Falls | 150 00                                                            |                                            | 244 96                 | 68 00      | 462 96                           | 450 00                                                | 6 00                   |                                  |                                             |               | 462 96  |         | 39  | 34   | 5  |      | 39  | 8    |     |      |  |                      | 75c. to res. \$3.75 to 75c. to 37 1/2 |                           |                |
| Lanark and Renfrew               | 16 Lanark        | 205 00                                                            |                                            | 230 00                 | 111 31     | 546 31                           | 500 00                                                | 15 00                  |                                  |                                             | 6 95          | 462 96  |         | 39  | 34   | 5  |      | 39  | 8    |     |      |  |                      | 75c.                                  |                           |                |
|                                  | 17 Renfrew       | 237 00                                                            |                                            | 261 00                 | 48 75      | 548 50                           | 500 00                                                |                        |                                  |                                             | 41 00         | 541 00  | 7 50    | 35  | 32   | 1  | 2    | 26  | 18   | 18  |      |  |                      | 75c.                                  |                           |                |
|                                  | 18 Carleton Pl.  | 180 00                                                            |                                            |                        | 217 00     | 397 00                           | 397 00                                                |                        |                                  |                                             |               | 397 00  |         | 67  | 52   | 15 |      | 41  | 20   | 20  |      |  |                      | Free.                                 |                           |                |
|                                  | 19 Pembroke.     | 290 00                                                            |                                            | 147 67                 | 156 50     | 15 83                            | 520 00                                                | 500 00                 |                                  |                                             | 20 00         | 520 00  |         | 38  | 31   | 5  | 2    | 37  | 22   | 22  |      |  |                      |                                       | [non-res.                 |                |
|                                  | 20 Paackenbam    | 200 00                                                            |                                            | 83 51                  | 196 49     | 480 00                           | 480 00                                                |                        |                                  |                                             |               | 480 00  |         | 31  | 25   | 5  | 1    | 31  | 31   | 31  |      |  |                      |                                       | \$1 to sch. sec. \$1.50   |                |
| Frontenac, Lennox, and Addington | 21 Kingston      | 630 00                                                            |                                            | 1799 67                | 800 23     | 3229 90                          | 2934 37                                               | 160 65                 |                                  |                                             | 134 84        | 3229 90 |         | 112 | 92   | 17 | 3    | 112 | 37   | 37  |      |  |                      |                                       | \$8, \$6, \$4.            |                |
|                                  | 22 Newburgh      | 555 00                                                            | 10 00                                      | 204 00                 | 769 00     | 711 22                           | 700 00                                                | 20 00                  |                                  |                                             | 37 78         | 769 00  |         | 114 | 79   | 22 | 13   | 114 | 50   | 49  |      |  |                      |                                       | \$4, \$3.                 |                |
|                                  | 23 Bath          | 250 00                                                            |                                            | 90 00                  | 90 00      | 500 00                           | 484 00                                                |                        |                                  |                                             | 16 60         | 500 00  |         | 36  | 31   |    | 5    | 8   | 14   | 3   |      |  |                      |                                       | Free to sch. sec.         |                |
|                                  | 24 Napanee       | 420 00                                                            |                                            | 3117 00                | 29 10      | 3666 47                          | 720 00                                                | 1801 45                |                                  |                                             | 100 00        | 2621 47 | 1045 00 | 113 | 84   | 27 | 2    | 113 | 42   | 42  |      |  |                      |                                       | \$1.25 non-res.           |                |
| Prince Edw'd                     | 25 Picton        | 525 00                                                            |                                            | 174 50                 | 60 00      | 759 50                           | 625 00                                                | 45 00                  | 9 50                             |                                             | 89 00         | 759 50  |         | 54  | 43   | 10 | 1    | 54  | 28   | 28  |      |  |                      |                                       | Free to Vill. \$3 & 60c.  |                |
|                                  | 26 Consecoc.     | 243 00                                                            |                                            | 2 00                   | 250 00     | 495 00                           | 493 00                                                |                        |                                  |                                             | 2 00          | 495 00  |         | 74  | 61   | 12 | 1    | 74  | 47   | 23  |      |  |                      |                                       | \$3. [Coun. \$3.          |                |
| Hastings                         | 27 Belleville    | 1013 00                                                           | 20 00                                      | 650 84                 | 38 75      | 1722 59                          | 1500 00                                               | 79 12                  | 40 00                            |                                             | 103 47        | 1722 59 |         | 155 | 144  | 7  | 4    | 155 | 41   | 41  |      |  |                      |                                       | Out of Coun. \$4, in \$2. |                |
|                                  | 28 Stirling      | 353 00                                                            |                                            | 300 00                 | 79 49      | 750 99                           | 550 00                                                | 84 23                  |                                  |                                             | 65 00         | 699 39  | 51 60   | 36  | 34   | 2  |      | 36  | 18   | 12  |      |  |                      |                                       | \$6.25.                   |                |
|                                  | 29 Cobourg       | 420 00                                                            |                                            | 659 37                 | 1079 37    | 1023 37                          | 1023 37                                               |                        |                                  |                                             | 56 00         | 1079 37 |         | 47  | 39   |    | 8    | 39  | 22   | 22  |      |  |                      |                                       | \$6 to \$2.               |                |
| Northumberland and Durham.       | 30 Port Hope     | 610 00                                                            | 70 42                                      | 450 00                 | 785 00     | 70 00                            | 1985 42                                               | 1600 00                | 120 00                           | 140 84                                      | 124 58        | 1985 42 |         | 125 | 105  | 14 | 6    | 125 | 29   | 29  |      |  |                      |                                       | \$3 to \$1.50.            |                |
|                                  | 31 Bowmanville   | 378 00                                                            |                                            | 159 24                 | 152 76     | 720 00                           | 720 00                                                |                        |                                  |                                             | 12 00         | 720 00  |         | 106 | 99   | 5  | 2    | 106 | 44   | 44  |      |  |                      |                                       | \$3.                      |                |
|                                  | 32 Brighton      | 275 00                                                            |                                            | 177 00                 | 3 17       | 465 17                           | 447 00                                                | 3 00                   |                                  |                                             |               | 462 00  | 3 17    | 44  | 32   | 10 | 2    | 44  | 31   | 31  |      |  |                      |                                       | [res.                     |                |
|                                  | 33 Colborne      | 345 00                                                            |                                            | 162 00                 | 193 00     | 700 00                           | 700 00                                                |                        |                                  |                                             |               | 700 00  |         | 58  | 30   | 23 | 3    | 50  | 20   | 20  |      |  |                      |                                       | \$1 to res. \$3 to non-   |                |
|                                  | 34 Newcastle     | 272 00                                                            | 10 00                                      | 550 00                 | 159 55     | 540 85                           | 1532 40                                               | 1000 00                | 34 01                            | 70 00                                       | 217 74        | 1421 77 | 110 63  | 77  | 77   |    |      | 30  | 48   | 17  |      |  |                      |                                       | \$3 to \$1.50.            |                |
| Peterborough                     | 35 Peterborough  | 646 00                                                            | 57 61                                      | 222 60                 | 926 21     | 799 99                           | 926 21                                                | 115 22                 |                                  |                                             | 11 00         | 926 21  |         | 41  | 20   | 19 | 2    | 41  | 19   | 19  |      |  |                      |                                       | \$3.                      |                |
|                                  | 36 Norwood       | 285 00                                                            |                                            | 11 50                  | 558 08     | 854 58                           | 799 48                                                | 16 11                  |                                  |                                             | 39 00         | 854 58  |         | 27  | 22   | 5  |      | 27  | 6    | 6   |      |  |                      |                                       | \$2.                      |                |
|                                  | 37 Lindsay       | 450 00                                                            | 15 00                                      | 100 00                 | 385 00     | 950 00                           | 630 00                                                | 250 00                 | 30 00                            |                                             | 20 00         | 950 00  |         | 23  | 18   | 3  | 2    | 23  | 9    | 8   |      |  |                      |                                       | \$3 non-res. (free.       |                |
| Victoria                         | 38 Oakwood       | 297 00                                                            | 11 80                                      | 108 00                 | 258 95     | 673 75                           | 600 00                                                | 40 00                  | 24 50                            |                                             | 48 95         | 673 75  |         | 71  | 62   | 8  | 1    | 30  | 42   | 12  | 31   |  |                      |                                       | non-res \$3 & \$1, res.   |                |
|                                  | 39 Omamee        | 262 00                                                            | 20 00                                      | 67 35                  | 10 00      | 25 60                            | 394 95                                                | 262 00                 | 4 00                             | 40 00                                       | 80 00         | 386 00  | 8 95    | 79  | 63   | 11 | 5    | 41  | 14   | 14  |      |  |                      |                                       | \$4. [non res.            |                |
|                                  | 40 Whitby        | 872 00                                                            | 14 00                                      | 500 00                 | 525 87     | 49 30                            | 1961 17                                               | 1315 00                | 500 00                           | 41 00                                       | 51 62         | 1937 62 | 23 55   | 92  | 56   | 30 | 6    | 92  | 62   | 62  |      |  |                      |                                       | Free to sec., \$2 to \$3. |                |
| Ontario                          | 41 Uxbridge      | 373 00                                                            |                                            | 15 00                  | 388 00     | 381 00                           | 388 00                                                |                        |                                  |                                             |               | 381 00  |         | 58  | 56   | 1  | 1    | 58  | 13   | 13  |      |  |                      |                                       | \$3.                      |                |
|                                  | 42 Osbawa        | 140 00                                                            |                                            | 600 00                 | 740 00     | 410 00                           | 740 00                                                |                        |                                  |                                             | 160 00        | 600 00  | 140 00  | 92  | 61   | 26 | 5    | 92  | 92   | 92  |      |  |                      |                                       |                           | \$6, \$5, \$4. |
|                                  | 43 Toronto       | 1362 00                                                           |                                            | 600 00                 | 1305 92    | 2267 92                          | 2760 00                                               | 120 00                 | 30 00                            |                                             | 153 00        | 3063 00 | 202 92  | 180 | 157  | 14 | 9    | 180 | 115  | 108 |      |  |                      |                                       | \$3.25, \$2.25, \$1.25.   |                |
|                                  | 44 Newmarket     | 492 00                                                            | 48 50                                      | 200 00                 | 189 76     | 82 46                            | 1062 60                                               | 631 70                 | 133 92                           | 197 00                                      | 21 73         | 1034 35 | 28 25   | 51  | 29   | 21 | 1    | 46  | 32   | 27  |      |  |                      |                                       | \$3, \$1.50, 75c.         |                |
| York and Peel.                   | 45 Streetsville  | 294 00                                                            | 8 00                                       | 200 00                 | 90 00      | 50 23                            | 642 23                                                | 490 00                 | 11 94                            | 16 00                                       | 124 29        | 612 23  |         | 49  | 38   | 13 |      | 42  | 20   | 14  |      |  |                      |                                       | \$2, \$1.50, 75c.         |                |
|                                  | 46 Richmond H.   | 205 00                                                            | 10 00                                      | 200 00                 | 119 62     | 2 00                             | 536 62                                                | 445 00                 | 20 00                            |                                             | 47 78         | 512 78  | 23 84   | 41  | 30   | 7  | 4    | 41  | 14   | 14  |      |  |                      |                                       | Free to vill., oth's \$3  |                |
|                                  | 47 Brampton      | 530 00                                                            | 12 50                                      | 200 00                 | 161 50     | 102 96                           | 1006 96                                               | 682 50                 | 237 47                           | 25 00                                       | 61 92         | 1006 96 |         | 64  | 39   | 17 | 8    | 64  | 29   | 29  |      |  |                      |                                       | \$4, \$3.25, \$2.50.      |                |
|                                  | 48 Weston        | 523 00                                                            | 9 00                                       | 200 00                 | 182 80     | 9 00                             | 923 80                                                | 705 80                 | 200 00                           | 18 00                                       |               | 923 80  |         | 43  | 30   | 5  | 8    | 35  | 17   | 17  |      |  |                      |                                       | \$3.                      |                |
|                                  | 49 Markham       | 280 00                                                            | 16 03                                      | 200 00                 | 272 50     |                                  | 768 53                                                | 514 50                 | 190 15                           | 32 06                                       | 39 92         | 767 63  | 90 42   | 25  | 13   | 5  | 3    | 16  | 16   | 16  |      |  |                      |                                       | [Lage Coun.               |                |
|                                  | 50 Barrie        | 845 00                                                            |                                            | 352 50                 | 8 17       | 1205 67                          | 1102 50                                               |                        |                                  |                                             | 103 17        | 1205 67 |         | 22  | 23   | 3  | 3    | 28  | 12   | 11  |      |  |                      |                                       | \$5, \$3.                 |                |
| Simcoe.                          | 51 Bradford      | 465 00                                                            |                                            | 360 47                 | 117 08     | 942 53                           | 725 00                                                |                        |                                  |                                             | 88 24         | 813 30  | 129 23  | 35  | 12   | 16 | 4    | 30  | 15   | 13  |      |  |                      |                                       | \$5.                      |                |
|                                  | 52 Collingwood   | 304 00                                                            |                                            | 121 00                 | 425 00     | 382 00                           | 382 00                                                | 33 00                  |                                  |                                             | 10 00         | 425 00  |         | 35  | 35   |    |      | 35  | 19   | 15  |      |  | </                   |                                       |                           |                |

TABLE F.—THE GRAMMAR SCHOOLS

| COUNTIES.                                                       | SCHOOLS.                           | MONEYS.                |                |                                  |          |                                                      |                        |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|-----------------------------------------------------------------|------------------------------------|------------------------|----------------|----------------------------------|----------|------------------------------------------------------|------------------------|----------------------------------|---------------------------------------------|------------------------|----------------------------------|---------------------------------------------|------|----|------|----|------|----|------|----|------|--|
|                                                                 |                                    | RECEIPTS.              |                |                                  |          |                                                      | EXPENDITURE.           |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 |                                    | Legislative Grant.     | Local Sources. |                                  |          | Total Receipts for Grammar School purposes for 1864. | For Master's Salaries. | For Building, Rent, and Repairs. | For Maps, Apparatus, Prizes, and Libraries. | For Masters' Salaries. | For Building, Rent, and Repairs. | For Maps, Apparatus, Prizes, and Libraries. |      |    |      |    |      |    |      |    |      |  |
| For Masters' Salaries, received from 1st July to 31st December. | For Maps, Apparatus and Libraries. | From Municipal Grants. | From Fees.     | From Balances and other sources. |          |                                                      |                        |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 |                                    | \$                     | cts.           | \$                               | cts.     | \$                                                   | cts.                   | \$                               | cts.                                        | \$                     | cts.                             | \$                                          | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |  |
| Halton                                                          | 33 Milton                          | 510 00                 | 13 50          | 171 00                           | 13 50    | 738 00                                               | 711 00                 | 27 00                            | 15 07                                       |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 34 Oakville                        | 485 00                 | 5 07           | 221 00                           | 50 36    | 761 43                                               | 666 66                 | 20 00                            | 15 07                                       |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Wentworth                                                       | 35 Hamilton                        | 822 00                 |                | 731 00                           |          | 1553 00                                              | 1325 00                | 42 00                            | 40 00                                       |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 36 Ancaster                        | 309 00                 |                | 108 51                           | 417 51   | 326 61                                               | 326 61                 |                                  | 10 31                                       |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Brant                                                           | 37 Dundas                          | 395 00                 | 12 50          | 61 63                            | 5 05     | 858 00                                               | 705 52                 | 53 00                            | 25 00                                       |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 38 Waterdown                       | 288 00                 |                | 113 75                           | 470 01   | 871 76                                               | 600 00                 | 52 64                            |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Lincoln                                                         | 39 Brantford                       | 465 00                 |                | 72 98                            |          | 537 98                                               |                        |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 40 Paris                           | 271 00                 | 536 27         | 63 00                            |          | 870 27                                               | 800 00                 | 8 71                             |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Welland                                                         | 41 Scotland                        | 235 00                 | 47 00          | 34 00                            | 444 47   | 760 47                                               | 625 65                 | 8 59                             | 94 00                                       |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 42 Mt. Pleasant                    | 245 00                 |                | 150 50                           | 186 47   | 581 97                                               | 581 97                 |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Haldimand                                                       | 43 Niagara                         | 450 00                 | 10 00          | 200 00                           | 446 00   | 10 00                                                | 1116 00                | 1096 00                          | 20 00                                       |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 44 St. Catharines                  | 250 00                 | 10 00          | 300 00                           | 451 00   | 61 34                                                | 1102 34                | 896 74                           | 20 00                                       |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Welland                                                         | 45 Grimsby                         | 225 00                 | 8 18           | 200 00                           | 345 71   | 11 82                                                | 790 71                 | 699 14                           | 17 93                                       |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 46 Beamsville                      | 200 00                 | 25 00          | 200 00                           | 145 00   | 129 36                                               | 699 36                 | 645 00                           | 52 36                                       |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Haldimand                                                       | 47 Welland                         | 418 21                 |                | 325 00                           |          | 743 25                                               | 698 25                 | 25 00                            |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 48 Drummondville                   | 210 00                 |                | 400 00                           | 34 44    | 669 44                                               | 610 00                 | 34 44                            |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Norfolk                                                         | 49 Fonthill                        |                        |                | 157 10                           |          | 157 10                                               |                        |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 50 Thorold                         | 460 75                 | 15 00          | 154 25                           |          | 630 00                                               | 600 00                 | 30 00                            |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Oxford                                                          | 51 Caledonia                       | 260 00                 |                | 75 00                            |          | 494 81                                               | 400 00                 | 25 33                            |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 52 Cayuga                          | 576 00                 |                | 40 00                            | 225 17   | 841 17                                               | 600 00                 |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Welland                                                         | 53 Simcoe                          | 315 00                 |                | 80 00                            |          | 634 00                                               | 634 00                 |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 54 Port Dover                      | 278 00                 |                | 16 00                            | 258 00   | 550 00                                               | 550 00                 |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Waterloo                                                        | 55 Port Rowan                      | 250 00                 | 9 00           | 310 72                           | 58 18    | 627 90                                               | 469 00                 | 18 00                            |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 56 Woodstock                       | 1040 00                |                | 68 91                            | 11 63    | 1120 54                                              | 1040 00                | 10 29                            |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Wellington                                                      | 57 Ingersoll                       | 428 00                 |                | 33 92                            | 661 92   | 628 00                                               |                        |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 58 Berlin                          | 527 00                 |                | 200 00                           | 256 50   | 10 49                                                | 993 90                 | 900 50                           | 5 37                                        |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Grey                                                            | 59 Galt                            | 950 00                 | 29 89          | 400 00                           | 1102 20  | 910 75                                               | 3392 85                | 1809 95                          | 13 57                                       |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 60 Guelph                          | 920 00                 |                | 17 00                            | 1300 00  | 1260 00                                              | 20 00                  |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Essex                                                           | 61 Elora                           | 425 00                 | 10 00          | 157 30                           | 10 00    | 602 30                                               | 532 30                 |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 62 Owen Sound                      | 925 00                 |                | 109 00                           | 4 77     | 1128 77                                              | 1000 00                |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Essex                                                           | 63 Stratford                       | 760 00                 | 5 00           | 175 00                           | 50 40    | 1133 40                                              | 997 00                 | 7 87                             | 22 00                                       |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 64 St. Mary's Bl.                  | 310 00                 |                | 14 00                            |          | 800 00                                               | 800 00                 |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Essex                                                           | 65 Goderich                        | 1100 00                |                | 64 00                            | 790 07   | 2354 07                                              | 1100 00                | 225 33                           | 39 00                                       |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 66 Kincardine                      | 475 00                 | 13 00          | 34 50                            | 28 48    | 931 56                                               | 853 94                 | 116 54                           | 63 00                                       |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Essex                                                           | 67 London                          | 1185 00                |                | 608 59                           | 212 14   | 2005 63                                              | 1970 00                |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 68 Strathroy                       | 395 00                 |                | 501 00                           | 500 00   |                                                      |                        |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Essex                                                           | 69 Wardsville                      | 443 00                 |                | 130 00                           | 27 00    | 600 00                                               | 587 50                 |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 70 St. Thomas                      | 650 00                 |                | 6 14                             | 1058 64  | 885 00                                               | 16 56                  |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Essex                                                           | 71 Vienna                          | 435 00                 |                | 200 00                           | 1197 48  | 650 00                                               | 390 00                 |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 72 Chatham                         | 950 00                 |                | 168 50                           | 289 43   | 1407 93                                              | 800 00                 | 125 00                           |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Essex                                                           | 73 Sarnia                          | 825 00                 | 15 00          | 32 53                            | 959 65   | 700 00                                               |                        |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | 74 Sandwich                        | 300 00                 |                | 28 20                            |          | 328 20                                               | 300 00                 |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Essex                                                           | 75 Windsor                         | 450 00                 |                | 600 00                           | 600 00   |                                                      |                        |                                  |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
|                                                                 | Grand Total, 1864                  | 44945 00               | 659 00         | 15913 19                         | 19353 09 | 9974 85                                              | 90845 11               | 73253 89                         | 6139 56                                     | 1589 65                |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| " " 1863                                                        | 43523 00                           | 751 26                 | 15636 04       | 20462 85                         | 8786 12  | 89159 27                                             | 76121 90               | 3479 37                          | 1825 85                                     |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Increase                                                        | 1422 00                            |                        | 277 15         |                                  | 1188 73  | 1685 84                                              |                        | 2669 19                          |                                             |                        |                                  |                                             |      |    |      |    |      |    |      |    |      |  |
| Decrease                                                        |                                    | 92 26                  |                | 1109 76                          |          |                                                      |                        | 2863 01                          |                                             | 228 20                 |                                  |                                             |      |    |      |    |      |    |      |    |      |  |

\*The Financial statement of Ingersoll is incomplete.

OF UPPER CANADA, 1864—(Continued.)

| COUNTIES. | SCHOOLS.          | PUPILS AND TERMS OF ADMISSION.      |                                                          |               |                                         |                                                                                         |                                                                               |                                                          |                                                            |                                            |                                                                     |                                                                     |                                                   |                                          |  |  |  |
|-----------|-------------------|-------------------------------------|----------------------------------------------------------|---------------|-----------------------------------------|-----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------------------------------|--------------------------------------------|---------------------------------------------------------------------|---------------------------------------------------------------------|---------------------------------------------------|------------------------------------------|--|--|--|
|           |                   | PUPILS AND TERMS OF ADMISSION.      |                                                          |               |                                         |                                                                                         |                                                                               |                                                          |                                                            |                                            |                                                                     |                                                                     |                                                   |                                          |  |  |  |
|           |                   | For Fuel, Books, Contingencies, &c. | Total Expenditure for Grammar School purposes, for 1864. | Balance over. | Number of Pupils attending during 1864. | Number of Pupils whose parents reside in the town where the Grammar School is situated. | Number of Pupils whose parents reside out of the town, but within the county. | Number of Pupils whose parents reside in other counties. | Number of Pupils reported as in prescribed G. S. subjects. | Number of new Pupils admitted during 1864. | Number of these new Pupils who had passed the entrance examination. | How many formerly Common School boys, admitted free by Scholarship. | At whose Expense the scholarships are maintained. | Fees per term of three months per Pupil. |  |  |  |
| \$        | cts.              | \$                                  | cts.                                                     | \$            | cts.                                    |                                                                                         |                                                                               |                                                          |                                                            |                                            |                                                                     |                                                                     |                                                   |                                          |  |  |  |
| Halton    | 33 Milton         | 738 00                              |                                                          | 41            | 29                                      | 11                                                                                      | 1                                                                             | 40                                                       | 19                                                         | 19                                         |                                                                     |                                                                     | \$3, \$2, \$1.                                    |                                          |  |  |  |
|           | 34 Oakville       | 761 43                              |                                                          | 53            | 37                                      | 10                                                                                      | 0                                                                             | 52                                                       | 9                                                          | 9                                          |                                                                     |                                                                     | \$3.75 to \$1.50.                                 |                                          |  |  |  |
| Wentworth | 35 Hamilton       | 1553 00                             |                                                          | 114           | 107                                     | 4                                                                                       | 3                                                                             | 114                                                      | 60                                                         | 60                                         |                                                                     |                                                                     | \$3.                                              |                                          |  |  |  |
|           | 36 Ancaster       | 399 39                              | 18 12                                                    | 49            | 37                                      | 9                                                                                       | 3                                                                             |                                                          |                                                            |                                            |                                                                     |                                                                     | \$3.                                              |                                          |  |  |  |
| Wentworth | 37 Dundas         | 881 55                              | 6 42                                                     | 47            | 35                                      | 11                                                                                      | 1                                                                             | 47                                                       | 29                                                         | 29                                         | 26                                                                  | admitted by examination                                             | \$6 to 75c.                                       |                                          |  |  |  |
|           | 38 Waterdown      | 652 54                              | 219 22                                                   | 42            | 42                                      |                                                                                         |                                                                               | 42                                                       | 12                                                         | 12                                         |                                                                     |                                                                     | \$1.50.                                           |                                          |  |  |  |
| Brant     | 39 Brantford      | 537 96                              |                                                          | 52            | 35                                      | 1                                                                                       | 4                                                                             | 52                                                       | 33                                                         |                                            |                                                                     |                                                                     | \$1.50.                                           |                                          |  |  |  |
|           | 40 Paris          | 870 27                              |                                                          | 28            | 14                                      | 13                                                                                      | 1                                                                             | 41                                                       | 23                                                         | 23                                         | 16                                                                  |                                                                     | \$3.                                              |                                          |  |  |  |
| Brant     | 41 Scotland       | 755 67                              | 4 80                                                     | 73            | 50                                      | 16                                                                                      | 7                                                                             | 77                                                       | 14                                                         | 14                                         |                                                                     |                                                                     | Free.                                             |                                          |  |  |  |
|           | 42 Mt. Pleasant   | 581 97                              |                                                          | 57            | 53                                      | 4                                                                                       |                                                                               | 17                                                       | 11                                                         | 11                                         | 8                                                                   | 2 County                                                            | \$6, \$4.                                         |                                          |  |  |  |
| Lincoln   | 43 Niagara        | 1116 00                             |                                                          | 29            | 26                                      | 3                                                                                       |                                                                               | 29                                                       | 6                                                          | 6                                          | 6                                                                   | 2 County                                                            | \$6, \$4.                                         |                                          |  |  |  |
|           | 44 St. Catharines | 1082 55                             | 19 79                                                    | 41            | 34                                      | 7                                                                                       |                                                                               | 28                                                       | 13                                                         | 6                                          | 6                                                                   | 2 Town                                                              | \$6, \$4.                                         |                                          |  |  |  |
| Lincoln   | 45 Grimsby        | 790 71                              |                                                          | 46            | 27                                      | 17                                                                                      | 2                                                                             | 46                                                       | 13                                                         | 11                                         |                                                                     |                                                                     | \$4 to \$3.                                       |                                          |  |  |  |
|           | 46 Beamsville     | 699 36                              |                                                          | 46            | 36                                      | 9                                                                                       | 1                                                                             | 46                                                       | 18                                                         | 18                                         | 4                                                                   | Section                                                             | \$3, \$2, \$1.                                    |                                          |  |  |  |
| Welland   | 47 Welland        | 743 25                              |                                                          | 64            | 19                                      | 43                                                                                      | 2                                                                             | 60                                                       | 30                                                         | 30                                         |                                                                     |                                                                     | \$5, \$3, \$2.                                    |                                          |  |  |  |
|           | 48 Drummondville  | 644 44                              | 25 00                                                    | 50            | 19                                      | 26                                                                                      | 5                                                                             | 50                                                       | 41                                                         | 41                                         |                                                                     |                                                                     | \$6, \$5, \$4.                                    |                                          |  |  |  |
| Welland   | 49 Fonthill       | 157 10                              |                                                          | 34            | 11                                      | 23                                                                                      |                                                                               | 26                                                       | 34                                                         | 26                                         | 1                                                                   | Master                                                              | \$5, \$4, \$3.50.                                 |                                          |  |  |  |
|           | 50 Thorold        | 630 00                              |                                                          | 43            | 28                                      | 7                                                                                       | 8                                                                             | 43                                                       | 16                                                         | 16                                         |                                                                     |                                                                     | \$4, \$3.                                         |                                          |  |  |  |
| Haldimand | 51 Caledonia      | 494 81                              |                                                          | 71            | 54                                      | 12                                                                                      | 5                                                                             | 58                                                       | 43                                                         | 30                                         | 71                                                                  |                                                                     | \$1.50 non-res.                                   |                                          |  |  |  |
|           | 52 Cayuga         | 841 17                              |                                                          | 76            | 59                                      | 15                                                                                      |                                                                               | 76                                                       | 30                                                         | 30                                         |                                                                     |                                                                     | \$4, \$3 non-res.                                 |                                          |  |  |  |
| Norfolk   | 53 Simcoe         | 634 00                              |                                                          | 76            | 59                                      | 17                                                                                      |                                                                               | 76                                                       | 20                                                         | 18                                         |                                                                     |                                                                     | Free.                                             |                                          |  |  |  |
|           | 54 Port Dover     | 550 00                              |                                                          | 33            | 32                                      |                                                                                         | 1                                                                             | 33                                                       | 15                                                         | 10                                         |                                                                     |                                                                     | \$1.50.                                           |                                          |  |  |  |
| Norfolk   | 55 Port Rowan     | 630 00                              |                                                          | 27            | 21                                      | 6                                                                                       |                                                                               | 27                                                       | 6                                                          | 6                                          |                                                                     |                                                                     | Free.                                             |                                          |  |  |  |
|           | 56 Woodstock      | 511 23                              | 110 65                                                   | 27            | 21                                      | 6                                                                                       |                                                                               | 27                                                       | 6                                                          | 6                                          |                                                                     |                                                                     | \$1.50.                                           |                                          |  |  |  |
| Oxford    | 57 Ingersoll      | 1120 54                             |                                                          | 32            | 12                                      | 16                                                                                      | 4                                                                             | 32                                                       | 11                                                         | 11                                         | 1                                                                   | Trustees                                                            | \$1. [non-res.]                                   |                                          |  |  |  |
|           | 58 Berlin         | 661 92                              |                                                          | 94            | 78                                      | 16                                                                                      |                                                                               | 94                                                       | 34                                                         | 28                                         | 2                                                                   | Trustees                                                            | 75c. to non-res., \$3 to \$4, \$3.                |                                          |  |  |  |
| Waterloo  | 59 Galt           | 971 42                              |                                                          |               |                                         |                                                                                         |                                                                               |                                                          |                                                            |                                            |                                                                     |                                                                     |                                                   |                                          |  |  |  |

TABLE H.—METEOROLOGICAL STATIONS AT

Under the authority of the Consolidated Grammar School Act, a special grant of \$400 per distribution of the general Grammar School Fund; provision is also made for declared to be *the duty* of the Master to make the prescribed meteorological Senior County Grammar Schools have been established, only 20 have contributed (as will be seen from the following table), make the returns prescribed by law.—stations only from which returns are received.

(The following tables and corresponding returns were sent down to the

NAME OF METEOROLOGICAL STATION.

|    |              |       |
|----|--------------|-------|
| 1  | Niagara      | ..... |
| 2  | Hamilton     | ..... |
| 3  | Belleville   | ..... |
| 4  | Barrie       | ..... |
| 5  | Chatham      | ..... |
| 6  | Port Sarnia  | ..... |
| 7  | Milton       | ..... |
| 8  | Cornwall     | ..... |
| 9  | Guelph       | ..... |
| 10 | Whitby       | ..... |
| 11 | Perth        | ..... |
| 12 | Pictou       | ..... |
| 13 | Brantford    | ..... |
| 14 | Stratford    | ..... |
| 15 | L'Orignal    | ..... |
| 16 | Ottawa       | ..... |
| 17 | Woodstock    | ..... |
| 18 | Cayuga       | ..... |
| 19 | Peterborough | ..... |
| 20 | Lindsay      | ..... |

TABLE SHOWING THE NUMBER OF MONTHS THAT METEOROLOGICAL ABSTRACTS

NAME OF METEOROLOGICAL STATION.

|    |              |       |
|----|--------------|-------|
| 1  | Niagara      | ..... |
| 2  | Hamilton     | ..... |
| 3  | Belleville   | ..... |
| 4  | Barrie       | ..... |
| 5  | Chatham      | ..... |
| 6  | Port Sarnia  | ..... |
| 7  | Milton       | ..... |
| 8  | Cornwall     | ..... |
| 9  | Guelph       | ..... |
| 10 | Whitby       | ..... |
| 11 | Perth        | ..... |
| 12 | Pictou       | ..... |
| 13 | Brantford    | ..... |
| 14 | Stratford    | ..... |
| 15 | L'Orignal    | ..... |
| 16 | Ottawa       | ..... |
| 17 | Woodstock    | ..... |
| 18 | Cayuga       | ..... |
| 19 | Peterborough | ..... |
| 20 | Lindsay      | ..... |

‡ The returns required by law have only been received in part, or

THE SENIOR COUNTY GRAMMAR SCHOOLS.

annum is made to each Senior County Grammar School, with participation in the the establishment of a Meteorological Station at each of these Senior Schools, and it is returns every month to the Educational Department. Out of the 31 Counties in which the necessary sum of half-price to purchase the necessary instruments, and but few of these Steps, it is hoped, will shortly be taken to enforce the law, or to restrict the grant to those

Committee of the House of Assembly on Emigration at its request.)

| No. of Months the station has been established, to December, 1864, inclusive. | No. of Monthly Abstracts received at the Education Office, to Dec., 1864, inclusive. | Character of Abstracts received. |                         |                 |
|-------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------|-------------------------|-----------------|
|                                                                               |                                                                                      | Well prepared.                   | Indifferently prepared. | Badly prepared. |
| 84                                                                            | 18                                                                                   | 16                               | 2                       | ...             |
| 84                                                                            | 72                                                                                   | 69                               | 3                       | ...             |
| 84                                                                            | 68                                                                                   | 64                               | 2                       | ...             |
| 84                                                                            | 21                                                                                   | 21                               | ...                     | ...             |
| 84                                                                            | 15                                                                                   | ...                              | 11                      | 4               |
| 84                                                                            | 26                                                                                   | 26                               | ...                     | 2               |
| 83                                                                            | 2                                                                                    | ...                              | ...                     | ...             |
| 83                                                                            | 58                                                                                   | 58                               | ...                     | ...             |
| 76                                                                            | 1                                                                                    | 1                                | ...                     | ...             |
| 76                                                                            | 51                                                                                   | 50                               | 1                       | ...             |
| 75                                                                            | 11                                                                                   | 16                               | ...                     | ...             |
| 75                                                                            | 27                                                                                   | 27                               | ...                     | ...             |
| 68                                                                            | 34                                                                                   | 32                               | 2                       | ...             |
| 53                                                                            | 35                                                                                   | 35                               | ...                     | ...             |
| 40                                                                            | 10                                                                                   | ...                              | ...                     | ...             |
| 40                                                                            | 10                                                                                   | 14                               | ...                     | ...             |
| 38                                                                            | ...                                                                                  | ...                              | ...                     | ...             |
| 34                                                                            | 4                                                                                    | 4                                | ...                     | ...             |
| 28                                                                            | ...                                                                                  | ...                              | ...                     | ...             |
| 14                                                                            | ...                                                                                  | ...                              | ...                     | ...             |

HAVE BEEN RECEIVED FROM THE DIFFERENT STATIONS, FOR THE YEAR 1864.

| When established. | CHARACTER OF ABSTRACTS RECEIVED. |                         |                 |
|-------------------|----------------------------------|-------------------------|-----------------|
|                   | Well prepared.                   | Indifferently prepared. | Badly prepared. |
| 1858              | ...                              | ...                     | ...             |
| 1858              | 12                               | ...                     | ...             |
| 1858              | 10                               | ...                     | ...             |
| 1858              | ...                              | ...                     | ...             |
| 1858              | ...                              | ...                     | ...             |
| 1858              | ...                              | ...                     | ...             |
| 1858              | ...                              | ...                     | ...             |
| 1858              | 5                                | ...                     | ...             |
| 1858              | ...                              | ...                     | ...             |
| 1858              | ...                              | ...                     | ...             |
| 1858              | ...                              | ...                     | ...             |
| 1858              | ...                              | ...                     | ...             |
| 1858              | 8                                | ...                     | ...             |
| 1860              | ...                              | ...                     | ...             |
| 1860              | ...                              | ...                     | ...             |
| 1861              | ...                              | ...                     | ...             |
| 1861              | ...                              | ...                     | ...             |
| 1862              | ...                              | ...                     | ...             |
| 1862              | ...                              | ...                     | ...             |
| 1862              | ...                              | ...                     | ...             |
| 1863              | ...                              | ...                     | ...             |

not at all, from these stations during the year 1864.





TABLE I.—THE GRAMMAR SCHOOLS

NUMBER OF PUPILS IN THE VARIOUS BRANCHES OF INSTRUCTION.

| No. | THE GRAMMAR SCHOOLS. | IN MATHEMATICS.      |                   |                  |                                                             |                                    |                                    |                                      | IN GEOGRAPHY.          |                         |                     |                       | Total in History. |                      |
|-----|----------------------|----------------------|-------------------|------------------|-------------------------------------------------------------|------------------------------------|------------------------------------|--------------------------------------|------------------------|-------------------------|---------------------|-----------------------|-------------------|----------------------|
|     |                      | Total in Arithmetic. | Total in Algebra. | Total in Euclid. | In First Four Rules of Arithmetic, Reduction and Fractions. | In the higher Rules of Arithmetic. | In the last Four Rules of Algebra. | In Equations and the higher Algebra. | In Euclid, Bk. I & II. | In Euclid, B. III & IV. | Total in Geography. | In Ancient Geography. |                   | In Modern Geography. |
| 1   | Cornwall             | 56                   | 18                | 18               | 14                                                          | 42                                 | 5                                  | 13                                   | 5                      | 13                      | 56                  | 7                     | 56                | 56                   |
| 2   | Williamstown         | 32                   | 35                | 32               | 12                                                          | 20                                 | 13                                 | 23                                   | 10                     | 23                      | 12                  | 5                     | 35                | 28                   |
| 3   | Troquois             | 72                   | 50                | 10               | 15                                                          | 57                                 | 20                                 | 30                                   | 5                      | 47                      | 5                   | 43                    | 42                | 14                   |
| 4   | L'Orignal            | 28                   | 14                | 9                | 13                                                          | 25                                 | 5                                  | 5                                    | 2                      | 23                      | 38                  | 38                    | 35                |                      |
| 5   | Vankieckhill         | 34                   | 5                 | 4                | 21                                                          | 13                                 | 13                                 | 17                                   | 1                      | 34                      | 1                   | 34                    | 14                | 34                   |
| 6   | Oran                 | 27                   | 30                | 42               | 53                                                          | 45                                 | 12                                 | 17                                   | 24                     | 18                      | 97                  | 20                    | 97                | 97                   |
| 7   | Metcalfe             | 15                   | 4                 | 3                | 5                                                           | 10                                 | 4                                  | 4                                    | 3                      | 10                      | 10                  | 10                    | 12                |                      |
| 8   | Brockville           | 33                   | 27                | 27               | 4                                                           | 29                                 | 27                                 | 6                                    | 21                     | 33                      | 38                  | 33                    | 33                |                      |
| 9   | Prescott             | 61                   | 16                | 13               | 61                                                          | 61                                 | 16                                 | 9                                    | 4                      | 58                      | 58                  | 58                    | 61                |                      |
| 10  | Kemptville           | 13                   | 12                | 1                | 12                                                          | 1                                  | 1                                  | 1                                    | 1                      | 12                      | 12                  | 12                    | 6                 |                      |
| 11  | Gananoque            | 58                   | 12                | 6                | 9                                                           | 49                                 | 7                                  | 6                                    | 3                      | 58                      | 58                  | 58                    | 22                |                      |
| 12  | Farmersville         | 52                   | 30                | 9                | 10                                                          | 42                                 | 23                                 | 5                                    | 4                      | 46                      | 46                  | 24                    | 22                |                      |
| 13  | Morricksville        | 20                   | 6                 | 6                | 7                                                           | 22                                 | 2                                  | 2                                    | 2                      | 29                      | 29                  | 29                    | 29                |                      |
| 14  | Perth                | 90                   | 35                | 17               | 55                                                          | 35                                 | 20                                 | 15                                   | 10                     | 90                      | 11                  | 90                    | 90                | 41                   |
| 15  | Smith's Falls        | 39                   | 20                | 31               | 12                                                          | 25                                 | 2                                  | 12                                   | 6                      | 29                      | 3                   | 39                    | 38                |                      |
| 16  | Lanark               | 56                   | 13                | 2                | 33                                                          | 23                                 | 12                                 | 12                                   | 6                      | 29                      | 1                   | 28                    | 29                | 33                   |
| 17  | Renfrew              | 28                   | 5                 | 5                | 16                                                          | 12                                 | 5                                  | 5                                    | 5                      | 20                      | 20                  | 20                    | 9                 |                      |
| 18  | Carleton Place       | 67                   | 35                | 12               | 20                                                          | 47                                 | 20                                 | 15                                   | 6                      | 67                      | 4                   | 67                    | 25                | 30                   |
| 19  | Penbroke             | 38                   | 24                | 8                | 20                                                          | 8                                  | 3                                  | 3                                    | 5                      | 38                      | 6                   | 38                    | 38                | 30                   |
| 20  | Pakenham             | 37                   | 29                | 3                | 3                                                           | 28                                 | 3                                  | 3                                    | 2                      | 28                      | 28                  | 28                    | 17                |                      |
| 21  | Kingston             | 112                  | 82                | 63               | 21                                                          | 91                                 | 12                                 | 70                                   | 33                     | 30                      | 54                  | 25                    | 63                | 50                   |
| 22  | Newburgh             | 114                  | 53                | 22               | 54                                                          | 60                                 | 9                                  | 44                                   | 7                      | 15                      | 114                 | 43                    | 114               | 91                   |
| 23  | Bath                 | 38                   | 8                 | 5                | 20                                                          | 16                                 | 1                                  | 3                                    | 5                      | 30                      | 30                  | 30                    | 23                |                      |
| 24  | Napanee              | 113                  | 22                | 19               | 113                                                         | 4                                  | 12                                 | 10                                   | 9                      | 110                     | 60                  | 110                   | 110               | 113                  |
| 25  | Pictou               | 54                   | 14                | 7                | 12                                                          | 42                                 | 1                                  | 18                                   | 3                      | 4                       | 54                  | 5                     | 54                | 51                   |
| 26  | Consueco             | 70                   | 7                 | 2                | 29                                                          | 41                                 | 3                                  | 74                                   | 2                      | 2                       | 74                  | 74                    | 23                | 29                   |
| 27  | Belleville           | 35                   | 32                | 20               | 61                                                          | 94                                 | 3                                  | 14                                   | 6                      | 155                     | 59                  | 155                   | 155               | 147                  |
| 28  | Stirling             | 34                   | 16                | 3                | 19                                                          | 15                                 | 9                                  | 1                                    | 3                      | 36                      | 8                   | 28                    | 17                | 36                   |
| 29  | Georgina             | 47                   | 30                | 39               | 47                                                          | 8                                  | 22                                 | 16                                   | 23                     | 47                      | 47                  | 47                    | 47                |                      |
| 30  | Port Hope            | 115                  | 65                | 21               | 30                                                          | 85                                 | 33                                 | 22                                   | 9                      | 12                      | 125                 | 47                    | 125               | 57                   |
| 31  | Bowmanville          | 106                  | 29                | 20               | 40                                                          | 66                                 | 12                                 | 17                                   | 12                     | 8                       | 98                  | 8                     | 98                | 65                   |
| 32  | Brighton             | 44                   | 12                | 11               | 4                                                           | 40                                 | 4                                  | 4                                    | 4                      | 4                       | 40                  | 40                    | 44                | 45                   |
| 33  | Colborne             | 55                   | 34                | 22               | 55                                                          | 55                                 | 54                                 | 3                                    | 19                     | 58                      | 40                  | 50                    | 58                |                      |
| 34  | Nowcastle            | 60                   | 26                | 22               | 32                                                          | 27                                 | 11                                 | 15                                   | 16                     | 48                      | 48                  | 44                    | 52                |                      |
| 35  | Peterborough         | 41                   | 35                | 35               | 6                                                           | 35                                 | 35                                 | 41                                   | 6                      | 41                      | 6                   | 41                    | 41                |                      |
| 36  | Norwood              | 27                   | 11                | 6                | 17                                                          | 10                                 | 9                                  | 2                                    | 2                      | 27                      | 8                   | 19                    | 27                | 27                   |
| 37  | Lindsay              | 16                   | 8                 | 13               | 8                                                           | 8                                  | 5                                  | 8                                    | 8                      | 5                       | 53                  | 2                     | 58                | 13                   |
| 38  | Oakwood              | 71                   | 14                | 5                | 44                                                          | 27                                 | 9                                  | 5                                    | 2                      | 3                       | 58                  | 2                     | 58                |                      |
| 39  | Omamee               | 79                   | 18                | 9                | 36                                                          | 43                                 | 4                                  | 9                                    | 5                      | 4                       | 29                  | 7                     | 29                | 43                   |
| 40  | Whitby               | 92                   | 75                | 64               | 12                                                          | 80                                 | 42                                 | 33                                   | 44                     | 20                      | 92                  | 8                     | 92                | 92                   |
| 41  | Uxbridge             | 58                   | 9                 | 11               | 16                                                          | 42                                 | 5                                  | 4                                    | 11                     | 56                      | 14                  | 42                    | 56                | 33                   |
| 42  | Oshawa               | 81                   | 52                | 52               | 81                                                          | 21                                 | 31                                 | 36                                   | 16                     | 64                      | 64                  | 64                    | 64                | 49                   |
| 43  | Toronto              | 180                  | 101               | 98               | 79                                                          | 101                                | 40                                 | 61                                   | 50                     | 43                      | 180                 | 32                    | 180               | 180                  |
| 44  | Newmarket            | 50                   | 27                | 20               | 5                                                           | 45                                 | 4                                  | 23                                   | 5                      | 15                      | 50                  | 24                    | 50                | 45                   |
| 45  | Streetsville         | 47                   | 10                | 8                | 12                                                          | 35                                 | 4                                  | 6                                    | 8                      | 38                      | 38                  | 38                    | 23                |                      |
| 46  | Richmond Hill        | 40                   | 11                | 9                | 16                                                          | 24                                 | 8                                  | 3                                    | 2                      | 7                       | 29                  | 5                     | 29                | 25                   |
| 47  | Brampton             | 58                   | 35                | 23               | 58                                                          | 2                                  | 33                                 | 11                                   | 12                     | 64                      | 12                  | 64                    | 64                | 64                   |
| 48  | Weston               | 43                   | 37                | 37               | 43                                                          | 25                                 | 12                                 | 15                                   | 22                     | 40                      | 40                  | 40                    | 43                |                      |
| 49  | Markham              | 43                   | 25                | 24               | 12                                                          | 31                                 | 9                                  | 16                                   | 14                     | 10                      | 40                  | 4                     | 36                | 42                   |
| 50  | Barrie               | 22                   | 15                | 15               | 6                                                           | 16                                 | 9                                  | 6                                    | 7                      | 8                       | 22                  | 8                     | 22                | 22                   |
| 51  | Bradford             | 32                   | 23                | 29               | 14                                                          | 13                                 | 6                                  | 17                                   | 16                     | 13                      | 32                  | 5                     | 32                | 32                   |
| 52  | Collingwood          | 35                   | 25                | 7                | 4                                                           | 31                                 | 24                                 | 1                                    | 7                      | 35                      | 35                  | 35                    | 35                |                      |
| 53  | Milton               | 41                   | 30                | 24               | 13                                                          | 28                                 | 13                                 | 15                                   | 9                      | 38                      | 17                  | 38                    | 20                |                      |
| 54  | Oakville             | 53                   | 38                | 7                | 53                                                          | 6                                  | 32                                 | 7                                    | 13                     | 10                      | 5                   | 5                     | 45                |                      |
| 55  | Hamilton             | 114                  | 27                | 24               | 26                                                          | 88                                 | 10                                 | 17                                   | 13                     | 11                      | 114                 | 114                   | 114               | 114                  |

OF UPPER CANADA, 1864—(Continued).

NUMBER OF PUPILS IN THE VARIOUS BRANCHES OF INSTRUCTION.

| No. | IN HISTORY.                                 |                           |                     |                      | IN PHYSICAL SCIENCE.       |                                 |                                                 |                                          | IN OTHER STUDIES. |                 |                          |                  |             |                 |                                   |
|-----|---------------------------------------------|---------------------------|---------------------|----------------------|----------------------------|---------------------------------|-------------------------------------------------|------------------------------------------|-------------------|-----------------|--------------------------|------------------|-------------|-----------------|-----------------------------------|
|     | In Greek and Roman History and Antiquities. | In other Ancient History. | In English History. | In Canadian History. | Total in Physical Science. | In Elements of Natural History. | In Elements of Natural Philosophy, and Geology. | In Elements of Physiology and Chemistry. | Total in Writing. | Who Write Well. | Who Write Indifferently. | In Book-keeping. | In Drawing. | In Vocal Music. | In Elements of Political Economy. |
| 1   | 7                                           |                           |                     | 10                   |                            |                                 |                                                 |                                          | 56                | 45              | 11                       |                  |             |                 |                                   |
| 2   | 15                                          |                           | 28                  | 35                   | 30                         |                                 | 30                                              | 15                                       | 35                | 20              | 15                       |                  |             |                 |                                   |
| 3   |                                             |                           | 14                  |                      | 15                         |                                 | 15                                              |                                          | 52                | 24              | 28                       | 12               |             |                 |                                   |
| 4   | 35                                          | 35                        | 17                  |                      | 36                         | 1                               | 35                                              | 35                                       | 36                | 26              | 10                       | 2                |             |                 |                                   |
| 5   | 1                                           | 1                         | 20                  | 14                   | 13                         |                                 | 13                                              | 13                                       | 34                | 20              | 14                       | 6                |             |                 |                                   |
| 6   | 20                                          |                           | 97                  | 52                   | 42                         |                                 | 42                                              |                                          | 98                | 58              | 40                       | 20               | 18          |                 |                                   |
| 7   |                                             |                           | 12                  |                      | 10                         |                                 |                                                 |                                          | 13                | 10              | 5                        | 2                |             |                 |                                   |
| 8   | 15                                          |                           | 33                  |                      |                            |                                 |                                                 |                                          | 33                | 22              | 11                       | 12               | 13          |                 |                                   |
| 9   | 19                                          | 61                        | 61                  | 61                   | 58                         |                                 | 58                                              | 58                                       | 61                | 50              | 11                       | 12               |             |                 |                                   |
| 10  |                                             | 2                         | 6                   |                      | 1                          | 1                               |                                                 |                                          | 12                | 9               | 3                        |                  | 7           | 13              |                                   |
| 11  |                                             |                           | 22                  | 14                   |                            |                                 |                                                 |                                          | 58                | 40              | 18                       |                  |             |                 |                                   |
| 12  |                                             | 14                        | 10                  | 10                   | 24                         |                                 | 20                                              | 4                                        | 15                | 7               | 8                        | 14               | 1           |                 |                                   |
| 13  |                                             |                           | 14                  |                      |                            |                                 |                                                 |                                          | 29                | 29              |                          |                  |             |                 |                                   |
| 14  | 11                                          |                           | 30                  |                      | 15                         |                                 |                                                 |                                          | 90                | 20              | 70                       | 3                |             |                 |                                   |
| 15  | 3                                           |                           | 38                  |                      | 27                         |                                 | 27                                              |                                          | 39                | 39              | 17                       |                  |             |                 |                                   |
| 16  | 1                                           |                           | 24                  |                      | 25                         |                                 | 25                                              | 25                                       | 56                | 20              | 36                       | 9                |             | 56              |                                   |
| 17  |                                             |                           | 0                   | 9                    | 15                         |                                 | 15                                              | 15                                       | 28                | 10              | 18                       | 2                |             |                 | 15                                |
| 18  |                                             |                           | 20                  | 10                   | 23                         |                                 | 23                                              | 23                                       | 67                | 20              | 47                       |                  |             |                 |                                   |
| 19  |                                             |                           | 27                  | 27                   | 28                         | 21                              | 20                                              | 28                                       | 38                | 30              | 8                        | 6                | 8           |                 |                                   |
| 20  |                                             |                           | 17                  |                      | 13                         |                                 | 13                                              | 13                                       | 31                | 15              | 16                       | 7                | 1           | 1               |                                   |
| 21  | 25                                          | 48                        | 78                  |                      | 87                         | 57                              | 46                                              | 46                                       | 60                | 60              | 27                       | 7                |             |                 | 47                                |
| 22  | 76                                          | 76                        | 91                  | 23                   | 55                         | 23                              | 32                                              | 32                                       | 86                | 41              | 45                       | 30               | 7           | 78              |                                   |
| 23  |                                             | 11                        | 23                  | 21                   | 11                         | 9                               | 8                                               | 7                                        | 35                | 18              | 17                       | 5                |             |                 |                                   |
| 24  | 60                                          |                           | 50                  | 39                   | 110                        |                                 | 110                                             | 110                                      | 110               | 90              | 20                       | 77               |             |                 | 113                               |
| 25  |                                             | 8                         | 41                  |                      | 54                         |                                 | 54                                              | 54                                       | 54                | 54              | 2                        | 2                |             |                 | 44                                |
| 26  | 3                                           |                           | 18                  | 23                   | 44                         | 24                              | 20                                              | 20                                       | 74                | 50              | 24                       | 5                |             |                 | 29                                |
| 27  | 59                                          |                           | 88                  |                      | 152                        |                                 | 35                                              | 155                                      | 155               | 61              | 94                       | 37               |             |                 |                                   |
| 28  | 8                                           | 10                        | 20                  | 19                   | 12                         |                                 | 12                                              | 12                                       | 36                | 18              | 18                       | 10               |             |                 | 12                                |
| 29  | 47                                          |                           | 47                  |                      | 25                         |                                 | 25                                              |                                          | 47                | 16              | 31                       |                  | 4           |                 |                                   |
| 30  | 85                                          |                           | 125                 | 40                   | 125                        | 40                              | 85                                              |                                          | 100               | 40              | 60                       | 32               | 15          |                 |                                   |
| 31  | 16                                          | 65                        | 65                  | 65                   | 50                         |                                 | 45                                              | 40                                       | 106               | 40              | 66                       | 30               | 30          | 52              |                                   |
| 32  | 5                                           |                           | 40                  | 44                   | 44                         | 44                              | 40                                              | 40                                       | 44                | 40              | 4                        | 14               |             |                 | 40                                |
| 33  | 12                                          |                           | 36                  | 58                   | 58                         |                                 | 58                                              |                                          | 58                | 50              | 8                        | 14               |             |                 |                                   |
| 34  |                                             |                           | 41                  | 44                   | 59                         |                                 | 48                                              |                                          | 35                | 22              | 13                       | 8                | 7           |                 |                                   |
| 35  | 35                                          |                           | 41                  |                      | 13                         |                                 | 13                                              | 4                                        | 41                | 21              | 20                       |                  | 15          |                 | 19                                |
| 36  | 14                                          |                           | 11                  | 3                    | 14                         |                                 | 14                                              |                                          | 23                | 13              | 10                       | 6                |             |                 |                                   |
| 37  | 6                                           |                           | 7                   | 8                    | 9                          |                                 | 16                                              |                                          | 16                | 8               | 8                        | 4                |             |                 |                                   |
| 38  | 7                                           | 7                         | 36                  |                      | 56                         | 50                              | 7                                               | 6                                        | 61                | 1               | 60                       |                  | 71          |                 |                                   |
| 39  | 92                                          |                           | 92                  | 92                   | 34                         |                                 | 34                                              | 34                                       | 63                | 28              | 35                       | 12               |             |                 | 34                                |
| 40  | 5                                           |                           | 23                  | 18                   | 58                         | 3                               | 30                                              | 25                                       | 58                | 42              | 16                       | 13               | 6           | 58              |                                   |
| 41  | 6                                           |                           | 56                  | 18                   | 42                         |                                 | 42                                              |                                          | 86                | 62              | 24                       | 35               | 71          | 92              |                                   |
| 42  | 32                                          |                           | 180                 | 21                   | 78                         | 78                              | 78                                              | 78                                       | 180               | 100             | 80                       | 22               | 12          |                 |                                   |
| 43  | 9                                           | 45                        | 45                  | 20                   | 46                         | 14                              | 46                                              | 46                                       | 50                | 32              | 18                       | 8                |             |                 |                                   |
| 44  |                                             |                           | 23                  |                      | 36                         | 7                               | 36                                              | 36                                       | 45                | 13              | 32                       | 1                |             |                 |                                   |
| 45  | 9                                           |                           | 35                  |                      | 1                          |                                 | 1                                               |                                          | 41                | 20              | 21                       | 10               |             | 19              |                                   |
| 46  | 15                                          | 15                        | 64                  | 13                   | 13                         | 13                              | 13                                              | 13                                       | 48                | 43              | 5                        | 16               |             |                 |                                   |
| 47  |                                             |                           | 43                  |                      | 43                         |                                 | 43                                              |                                          | 43                | 30              | 13                       | 11               | 6           |                 |                                   |
| 48  | 6                                           |                           | 36                  |                      | 9                          |                                 | 9                                               | 5                                        | 24                | 7               | 17                       | 6                |             |                 |                                   |
| 49  | 5                                           | 14                        | 22                  |                      | 22                         |                                 |                                                 |                                          | 22                | 17              | 5                        | 3                | 12          |                 |                                   |
| 50  | 5                                           | 5                         | 32                  |                      |                            |                                 |                                                 |                                          | 12                | 7               | 5                        | 7                |             |                 |                                   |
| 51  |                                             | 35                        | 35                  |                      | 15                         |                                 |                                                 |                                          | 35                | 24              | 11                       | 10               | 35          |                 |                                   |
| 52  | 2                                           |                           | 20                  |                      |                            |                                 |                                                 |                                          | 28                | 20              | 6                        | 26               |             |                 |                                   |
| 53  |                                             | 45                        | 42                  |                      |                            |                                 |                                                 |                                          | 40                | 15              | 25                       | 10               | 1           | 10              |                                   |
| 54  | 25                                          | 6                         | 114                 | 16                   | 30                         |                                 |                                                 |                                          | 114               | 72              | 42                       | 27               | 114         | 114             |                                   |

TABLE I.—THE GRAMMAR SCHOOLS

NUMBER OF PUPILS IN THE VARIOUS BRANCHES OF INSTRUCTION.

Table with columns for 'THE GRAMMAR SCHOOLS' (No., Total in English, In English Grammar, In Spelling, In Reading, In Derivation, In Composition, Total in Latin, In Arnold's 1st Book, In Arnold's 2nd Book, In Latin Grammar, In Latin Exercises and Composition, In Prose and Verse Composition, Reading Cornelius Nepos, &c.) and rows for various schools from Ancaster to Windsor, plus a Grand Total and Increase/Decrease summary.

OF UPPER CANADA, 1864—(Continued.)

NUMBER OF PUPILS IN THE VARIOUS BRANCHES OF INSTRUCTION.

Table with columns for 'IN GREEK' (Reading Caesar, Reading Virgil or Ovid, Reading Cicero, Reading Horace or Sallust, Average attendance in Latin, Total in Greek, In Arnold's 1st Book, In Greek Grammar, In Written Exercises, Reading the Anabasis, Reading the Iliad, Reading the Odyssey) and 'IN FRENCH' (Total in French, In French Grammar, In Written Exercises and Composition, In French Dictation and Conversation, Reading Voltaire's Charles XII). Rows list various schools and a Grand Total.

TABLE I.—THE GRAMMAR SCHOOLS

NUMBER OF PUPILS IN THE VARIOUS BRANCHES OF INSTRUCTION.

| No.               | THE GRAMMAR SCHOOLS. | IN MATHEMATICS.      |                   |                  |                                                             |                                    |                                   |                                      |                        | IN GEOGRAPHY.           |                     |                       |                      | Total in History. |                        |
|-------------------|----------------------|----------------------|-------------------|------------------|-------------------------------------------------------------|------------------------------------|-----------------------------------|--------------------------------------|------------------------|-------------------------|---------------------|-----------------------|----------------------|-------------------|------------------------|
|                   |                      | Total in Arithmetic. | Total in Algebra. | Total in Euclid. | In First Four Rules of Arithmetic, Reduction and Fractions. | In the higher Rules of Arithmetic. | In the 1st Four Rules of Algebra. | In Equations and the higher Algebra. | In Euclid, Bb, I & II. | In Euclid, B, III & IV. | Total in Geography. | In Ancient Geography. | In Modern Geography. |                   | In Canadian Geography. |
| 56                | Ancaster             | 45                   | 5                 | 8                | 22                                                          | 23                                 | 2                                 | 3                                    | 4                      | 4                       | 38                  | 14                    | 38                   | 36                | 43                     |
| 57                | Dundas               | 47                   | 47                | 11               | 47                                                          | 47                                 | 20                                | 27                                   | 5                      | 6                       | 42                  | 11                    | 47                   | 47                | 47                     |
| 58                | Waterdown            | 42                   | 18                | 8                | 25                                                          | 17                                 | 18                                | 18                                   | 5                      | 6                       | 42                  | 15                    | 42                   | 42                | 42                     |
| 59                | Brantford            | 52                   | 52                | 37               | 52                                                          | 52                                 | 52                                | 20                                   | 17                     | 17                      | 52                  | 22                    | 50                   | 52                | 52                     |
| 60                | Paris                | 41                   | 22                | 17               | 41                                                          | 41                                 | 13                                | 9                                    | 14                     | 3                       | 23                  | 23                    | 23                   | 23                | 23                     |
| 61                | Scotland             | 44                   | 22                | 8                | 14                                                          | 30                                 | 8                                 | 14                                   | 5                      | 3                       | 43                  | 43                    | 21                   | 26                | 26                     |
| 62                | Mount Pleasant       | 57                   | 33                | 14               | 49                                                          | 49                                 | 33                                | 14                                   | 33                     | 14                      | 57                  | 14                    | 57                   | 57                | 57                     |
| 63                | Niagara              | 29                   | 14                | 16               | 26                                                          | 26                                 | 10                                | 12                                   | 4                      | 4                       | 29                  | 7                     | 29                   | 29                | 29                     |
| 64                | St. Catharines       | 41                   | 27                | 27               | 34                                                          | 34                                 | 27                                | 23                                   | 4                      | 4                       | 41                  | 24                    | 41                   | 41                | 41                     |
| 65                | Grimsby              | 46                   | 16                | 8                | 38                                                          | 38                                 | 5                                 | 11                                   | 4                      | 4                       | 41                  | 4                     | 41                   | 25                | 16                     |
| 66                | Beausville           | 46                   | 21                | 14               | 46                                                          | 46                                 | 18                                | 6                                    | 8                      | 8                       | 46                  | 46                    | 46                   | 46                | 46                     |
| 67                | Welland              | 61                   | 22                | 15               | 24                                                          | 37                                 | 14                                | 8                                    | 6                      | 6                       | 61                  | 23                    | 61                   | 56                | 56                     |
| 68                | Drummondville        | 50                   | 27                | 14               | 43                                                          | 43                                 | 2                                 | 25                                   | 6                      | 8                       | 46                  | 3                     | 43                   | 48                | 48                     |
| 69                | Fontbill             | 23                   | 11                | 2                | 12                                                          | 11                                 | 5                                 | 6                                    | 1                      | 1                       | 18                  | 2                     | 16                   | 3                 | 14                     |
| 70                | Thorold              | 40                   | 9                 | 14               | 6                                                           | 34                                 | 4                                 | 5                                    | 6                      | 8                       | 41                  | 41                    | 26                   | 26                | 26                     |
| 71                | Caledonia            | 58                   | 17                | 11               | 58                                                          | 58                                 | 10                                | 9                                    | 2                      | 2                       | 58                  | 58                    | 58                   | 58                | 58                     |
| 72                | Cayuga               | 70                   | 25                | 20               | 30                                                          | 40                                 | 10                                | 15                                   | 11                     | 9                       | 70                  | 40                    | 70                   | 70                | 70                     |
| 73                | Simcoe               | 76                   | 54                | 32               | 26                                                          | 50                                 | 19                                | 35                                   | 20                     | 13                      | 76                  | 9                     | 76                   | 76                | 76                     |
| 74                | Port Dover           | 33                   | 25                | 17               | 4                                                           | 21                                 | 4                                 | 13                                   | 4                      | 33                      | 3                   | 30                    | 31                   | 31                | 31                     |
| 75                | Port Rowan           | 27                   | 2                 | 2                | 2                                                           | 25                                 | 2                                 | 2                                    | 2                      | 27                      | 27                  | 27                    | 14                   | 14                | 14                     |
| 76                | Woodstock            | 20                   | 4                 | 10               | 2                                                           | 18                                 | 4                                 | 4                                    | 6                      | 4                       | 15                  | 8                     | 15                   | 15                | 25                     |
| 77                | Ingersoll            | 86                   | 25                | 14               | 36                                                          | 50                                 | 11                                | 14                                   | 2                      | 12                      | 60                  | 60                    | 68                   | 68                | 68                     |
| 78                | Berlin               | 35                   | 28                | 29               | 10                                                          | 25                                 | 8                                 | 20                                   | 12                     | 17                      | 30                  | 13                    | 30                   | 12                | 35                     |
| 79                | Galt                 | 103                  | 77                | 43               | 64                                                          | 39                                 | 37                                | 40                                   | 20                     | 14                      | 97                  | 14                    | 97                   | 61                | 78                     |
| 80                | Guelph               | 85                   | 25                | 32               | 28                                                          | 57                                 | 10                                | 15                                   | 21                     | 11                      | 85                  | 40                    | 85                   | 85                | 85                     |
| 81                | Elora                | 59                   | 14                | 13               | 9                                                           | 50                                 | 3                                 | 11                                   | 8                      | 5                       | 59                  | 9                     | 59                   | 52                | 52                     |
| 82                | Owen Sound           | 89                   | 22                | 24               | 26                                                          | 63                                 | 4                                 | 18                                   | 8                      | 16                      | 89                  | 42                    | 89                   | 89                | 89                     |
| 83                | Stratford            | 67                   | 23                | 18               | 13                                                          | 54                                 | 4                                 | 19                                   | 4                      | 14                      | 69                  | 17                    | 68                   | 68                | 68                     |
| 84                | St. Mary's Blanchard | 57                   | 57                | 50               | 18                                                          | 30                                 | 30                                | 20                                   | 16                     | 14                      | 57                  | 57                    | 57                   | 57                | 57                     |
| 85                | Goderich             | 50                   | 12                | 15               | 50                                                          | 50                                 | 12                                | 5                                    | 10                     | 48                      | 11                  | 48                    | 48                   | 48                | 48                     |
| 86                | Kincardine           | 52                   | 20                | 6                | 21                                                          | 31                                 | 4                                 | 16                                   | 2                      | 4                       | 50                  | 12                    | 50                   | 50                | 52                     |
| 87                | London               | 61                   | 35                | 36               | 28                                                          | 33                                 | 13                                | 22                                   | 22                     | 14                      | 26                  | 49                    | 45                   | 61                | 61                     |
| 88                | Stratroy             | 46                   | 15                | 8                | 20                                                          | 26                                 | 10                                | 5                                    | 6                      | 2                       | 46                  | 46                    | 46                   | 46                | 46                     |
| 89                | Wardsville           | 44                   | 13                | 30               | 28                                                          | 16                                 | 5                                 | 16                                   | 10                     | 10                      | 46                  | 26                    | 44                   | 18                | 45                     |
| 90                | St. Thomas           | 70                   | 60                | 55               | 70                                                          | 20                                 | 40                                | 36                                   | 25                     | 25                      | 70                  | 70                    | 70                   | 70                | 70                     |
| 91                | Vienna               | 59                   | 30                | 9                | 59                                                          | 19                                 | 11                                | 6                                    | 3                      | 59                      | 59                  | 59                    | 59                   | 59                | 59                     |
| 92                | Chatham              | 76                   | 76                | 16               | 4                                                           | 72                                 | 6                                 | 70                                   | 8                      | 8                       | 71                  | 40                    | 74                   | 74                | 70                     |
| 93                | Sarnia               | 30                   | 8                 | 10               | 4                                                           | 26                                 | 4                                 | 4                                    | 6                      | 4                       | 31                  | 31                    | 31                   | 29                | 29                     |
| 94                | Sandwich             | 37                   | 12                | 3                | 3                                                           | 34                                 | 7                                 | 5                                    | 5                      | 5                       | 42                  | 42                    | 42                   | 30                | 30                     |
| 95                | Windsor              | 56                   | 36                | 14               | 6                                                           | 50                                 | 31                                | 5                                    | 14                     | 14                      | 48                  | 6                     | 48                   | 48                | 51                     |
| Grand Total, 1864 |                      | 5387                 | 2503              | 1765             | 1513                                                        | 2874                               | 867                               | 1637                                 | 1018                   | 747                     | 4963                | 1346                  | 4740                 | 2066              | 4649                   |
| " " 1863          |                      | 5089                 | 2492              | 1764             | 1547                                                        | 3496                               | 945                               | 1589                                 | 884                    | 871                     | 4738                | 1337                  | 4295                 | 2699              | 4106                   |
| Increase          |                      | 298                  | 11                | 1                | 34                                                          | 378                                | 78                                | 48                                   | 134                    | 225                     | 9                   | 445                   | 267                  | 453               | 453                    |
| Decrease          |                      |                      |                   |                  |                                                             |                                    |                                   |                                      |                        |                         |                     |                       |                      |                   |                        |

OF UPPER CANADA, 1864—(Continued.)

NUMBER OF PUPILS IN THE VARIOUS BRANCHES OF INSTRUCTION.

| No.               | THE GRAMMAR SCHOOLS. | IN HISTORY.                                 |                           |                     |                      | IN PHYSICAL SCIENCE.       |                                 |                                                 |                                          | IN OTHER STUDIES. |                 |                          |                  |             |                 |                                   |
|-------------------|----------------------|---------------------------------------------|---------------------------|---------------------|----------------------|----------------------------|---------------------------------|-------------------------------------------------|------------------------------------------|-------------------|-----------------|--------------------------|------------------|-------------|-----------------|-----------------------------------|
|                   |                      | In Greek and Roman History and Antiquities. | In other Ancient History. | In English History. | In Canadian History. | Total in Physical Science. | In Elements of Natural History. | In Elements of Natural Philosophy, and Geology. | In Elements of Physiology and Chemistry. | Total in Writing. | Who Write Well. | Who Write Indifferently. | In Book-keeping. | In Drawing. | In Vocal Music. | In Elements of Political Economy. |
| 56                | Ancaster             | 2                                           |                           | 41                  | 41                   |                            |                                 |                                                 |                                          | 41                | 20              | 21                       |                  |             | 19              |                                   |
| 57                | Dundas               | 11                                          |                           | 47                  |                      | 15                         | 4                               | 11                                              | 4                                        | 47                | 47              |                          |                  | 47          | 22              |                                   |
| 58                | Waterdown            | 15                                          | 33                        | 42                  | 20                   | 15                         | 15                              |                                                 |                                          | 42                | 20              | 22                       | 5                | 47          |                 |                                   |
| 59                | Brantford            | 12                                          |                           | 48                  |                      | 22                         |                                 |                                                 |                                          | 52                | 35              | 17                       | 30               | 52          |                 |                                   |
| 60                | Paris                | 20                                          |                           | 23                  | 23                   | 21                         |                                 |                                                 |                                          | 28                | 6               | 22                       |                  |             |                 |                                   |
| 61                | Scotland             |                                             |                           | 15                  | 11                   | 28                         |                                 |                                                 |                                          | 36                | 20              | 16                       | 6                |             | 56              | 28                                |
| 62                | Mount Pleasant       | 15                                          |                           | 57                  |                      |                            |                                 |                                                 |                                          | 57                | 50              | 7                        |                  |             |                 |                                   |
| 63                | Niagara              |                                             |                           | 29                  |                      | 26                         | 26                              | 26                                              | 26                                       | 29                | 20              | 9                        | 1                | 26          |                 | 26                                |
| 64                | St. Catharines       | 34                                          | 34                        | 41                  |                      | 34                         |                                 | 34                                              | 34                                       | 30                | 20              | 10                       | 10               |             |                 |                                   |
| 65                | Grimsby              |                                             |                           | 14                  |                      | 38                         |                                 | 38                                              |                                          | 46                | 33              | 13                       | 5                |             |                 |                                   |
| 66                | Beausville           |                                             |                           | 46                  | 46                   | 5                          |                                 | 5                                               |                                          | 46                | 30              | 16                       | 13               | 21          |                 |                                   |
| 67                | Welland              | 23                                          |                           | 56                  | 54                   | 41                         |                                 | 41                                              | 41                                       | 61                | 45              | 18                       | 60               |             |                 |                                   |
| 68                | Drummondville        | 11                                          | 28                        | 17                  |                      | 45                         |                                 | 45                                              |                                          | 11                | 5               | 6                        | 23               |             |                 |                                   |
| 69                | Fontbill             | 2                                           | 1                         | 13                  | 2                    | 20                         | 7                               | 13                                              | 13                                       | 20                | 8               | 12                       | 3                |             |                 |                                   |
| 70                | Thorold              |                                             |                           | 24                  |                      | 41                         |                                 | 41                                              |                                          | 34                | 32              | 2                        | 7                |             |                 | 41                                |
| 71                | Caledonia            |                                             | 58                        | 6                   |                      | 30                         |                                 | 30                                              | 30                                       | 58                | 30              | 28                       | 8                |             |                 |                                   |
| 72                | Cayuga               | 40                                          | 30                        | 70                  | 70                   | 70                         |                                 | 70                                              | 70                                       | 70                | 50              | 20                       | 47               |             |                 | 70                                |
| 73                | Simcoe               | 18                                          |                           | 76                  |                      | 70                         | 6                               | 52                                              | 52                                       | 76                | 40              | 36                       | 46               |             |                 |                                   |
| 74                | Port Dover           | 4                                           |                           | 26                  |                      | 25                         |                                 | 25                                              | 25                                       | 29                | 20              | 9                        | 11               |             |                 |                                   |
| 75                | Port Rowan           |                                             |                           |                     | 11                   | 12                         | 12                              | 12                                              | 12                                       | 27                | 25              | 2                        | 11               | 9           | 12              |                                   |
| 76                | Woodstock            | 12                                          | 12                        | 15                  | 15                   | 15                         | 15                              | 15                                              | 15                                       | 8                 | 5               | 3                        | 10               |             |                 |                                   |
| 77                | Ingersoll            | 53                                          | 22                        | 64                  |                      | 49                         | 24                              | 20                                              | 24                                       | 94                | 40              | 54                       | 20               |             |                 |                                   |
| 78                | Berlin               | 10                                          |                           | 35                  |                      |                            |                                 |                                                 |                                          | 15                |                 |                          |                  |             |                 |                                   |
| 79                | Galt                 | 14                                          | 2                         | 78                  | 61                   | 46                         |                                 | 46                                              | 26                                       | 91                | 23              | 66                       | 8                | 13          |                 |                                   |
| 80                | Guelph               | 40                                          |                           | 85                  |                      | 22                         |                                 | 22                                              | 22                                       | 85                | 51              | 34                       | 18               | 62          | 11              | 25                                |
| 81                | Elora                | 2                                           | 4                         | 50                  |                      | 50                         |                                 | 50                                              | 2                                        | 59                | 53              | 6                        | 2                |             |                 |                                   |
| 82                | Owen Sound           | 10                                          | 27                        | 56                  |                      | 36                         |                                 | 36                                              |                                          | 51                | 40              | 41                       | 33               |             |                 |                                   |
| 83                | Stratford            | 17                                          |                           | 68                  |                      |                            |                                 |                                                 |                                          | 66                | 34              | 32                       | 19               |             |                 |                                   |
| 84                | St. Mary's Blanchard | 20                                          |                           | 57                  |                      |                            |                                 |                                                 |                                          | 57                | 33              | 24                       |                  |             |                 |                                   |
| 85                | Goderich             | 11                                          |                           | 20                  | 11                   | 48                         |                                 | 48                                              | 48                                       | 38                | 38              | 17                       | 2                |             |                 |                                   |
| 86                | Kincardine           | 4                                           |                           | 15                  | 32                   | 32                         |                                 | 32                                              | 32                                       | 52                | 30              | 22                       | 19               | 12          | 52              | 32                                |
| 87                | London               | 26                                          |                           | 35                  | 26                   | 61                         | 32                              | 29                                              | 29                                       | 61                | 43              | 18                       | 24               | 36          |                 | 29                                |
| 88                | Stratroy             |                                             | 46                        | 46                  | 6                    |                            |                                 |                                                 |                                          | 46                | 30              | 16                       |                  |             |                 |                                   |
| 89                | Wardsville           | 16                                          | 16                        | 29                  | 16                   | 18                         | 18                              | 18                                              | 18                                       |                   |                 |                          | 6                |             |                 |                                   |
| 90                | St. Thomas           |                                             |                           | 50                  | 50                   | 20                         |                                 | 20                                              | 20                                       | 40                | 25              | 15                       |                  |             |                 |                                   |
| 91                | Vienna               |                                             |                           | 59                  |                      |                            |                                 |                                                 |                                          | 38                | 19              | 19                       | 10               |             |                 |                                   |
| 92                | Chatham              | 70                                          |                           | 72                  | 72                   | 45                         | 45                              | 30                                              | 45                                       | 50                | 40              | 10                       | 24               |             |                 |                                   |
| 93                | Sarnia               | 4                                           |                           | 10                  | 12                   | 31                         | 5                               | 26                                              | 26                                       | 30                | 20              | 10                       | 2                |             |                 | 30                                |
| 94                | Sandwich             |                                             |                           | 30                  | 30                   | 36                         |                                 | 36                                              | 36                                       | 23                | 11              | 12                       | 10               |             |                 | 36                                |
| 95                | Windsor              |                                             |                           | 51                  | 51                   |                            |                                 |                                                 |                                          | 56                | 45              | 11                       | 3                |             | 56              |                                   |
| Grand Total, 1864 |                      | 1411                                        | 875                       | 3833                | 1488                 | 2911                       | 609                             | 2185                                            | 1633                                     | 4786              | 2794            | 1993                     | 1248             | 675         | 902             | 670                               |
| " " 1863          |                      | 1154                                        | 665                       | 3111                | 1484                 | 2664                       | 560                             | 2288                                            | 451                                      | 4595              | 2453            | 2044                     | 1145             | 474         | 557             | 942                               |
| Increase          |                      | 257                                         | 210                       | 722                 | 4                    | 247                        | 49                              | 103                                             | 1182                                     | 191               | 341             |                          | 103              | 201         | 345             |                                   |
| Decrease          |                      |                                             |                           |                     |                      |                            |                                 |                                                 |                                          |                   |                 |                          |                  |             |                 | 272                               |

TABLE K.—THE GRAMMAR SCHOOLS

| No. | THE GRAMMAR SCHOOLS. | MASTERS.                                           |                            |                                                  |                 |                  | Estimated value of School-house and site. |                 |
|-----|----------------------|----------------------------------------------------|----------------------------|--------------------------------------------------|-----------------|------------------|-------------------------------------------|-----------------|
|     |                      | HEAD MASTERS AND THEIR QUALIFICATIONS.             | Number of Masters engaged. | Date of appointment of Head or Classical Master. |                 | Annual Salaries. |                                           |                 |
|     |                      |                                                    |                            | Head Master.                                     | Assist. Master. | Head Master.     |                                           | Assist. Master. |
| 1   | Cornwall             | Rev. H. W. Davies, M.A., Trinity Coll., Toronto    | 2                          | 1858                                             | 1000            | 400              | 1800                                      |                 |
| 2   | Williamstown         | W. M. McEwan, A.B., Queen's Coll., Kingston        | 2                          | 1864                                             | 750             |                  | 2700                                      |                 |
| 3   | Iroquois             | W. A. Whitney, M.A., Victoria Coll., Cobourg       | 3                          | 1860                                             | 700             | 200              | 2500                                      |                 |
| 4   | L'Orignal            | Alex. McNaughton                                   | 1                          | 1853                                             | 666             |                  | 800                                       |                 |
| 5   | Vankleekbill         | Spencer A. Jones, Certificate                      | 1                          | 1860                                             | 568             |                  | 800                                       |                 |
| 6   | Ottawa               | John Thorburn, M.A., McGill Coll., Montreal        | 4                          | 1862                                             | 1000            | 600              | rented                                    |                 |
| 7   | Metcalf              | J. Morrison, A.M., Certificate                     | 1                          | 1863                                             | 410             |                  |                                           |                 |
| 8   | Brockville           | J. J. Dunlop, A.M., Trinity Coll., Dublin          | 2                          | 1851                                             | 640             | 400              |                                           |                 |
| 9   | Prescott             | J. Wilson Jolly, Certificate                       | 1                          | 1863                                             | 700             |                  | 600                                       |                 |
| 10  | Nemphville           | Paraclete Sheldon, M.A., Vermont                   | 1                          | 1864                                             | 400             |                  | 300                                       |                 |
| 11  | Gananoque            | J. Lawton Bradbury, B.A., Trinity Coll., Toronto   | 1                          | 1864                                             | 600             |                  | 6400                                      |                 |
| 12  | Farmersville         | H. S. Tarbell, A.B., Queens Coll., Kingston        | 1                          | 1862                                             | 700             |                  | 6000                                      |                 |
| 13  | Merrickville         | Silas Minor, M.A.                                  | 1                          | 1863                                             | 346             |                  |                                           |                 |
| 14  | Perrin               | J. W. Burke, A.B., Trinity Coll., Dublin           | 2                          | 1864                                             | 600             | 400              | 5000                                      |                 |
| 15  | Smith's Falls        | David Lennox, A.M., Queen's Coll., Kingston        | 1                          | 1863                                             | 600             |                  |                                           |                 |
| 16  | Lanark               | Peter McLaren, B.A., Queen's Coll., Kingston       | 2                          | 1859                                             | 500             | 160              | 600                                       |                 |
| 17  | Roufrew              | Benjamin Freer, Certificate                        | 1                          | 1860                                             | 500             |                  | 1000                                      |                 |
| 18  | Carleton Place       | William Tytler, B.A., University of Toronto        | 1                          | 1863                                             | 500             |                  | 800                                       |                 |
| 19  | Pembroke             | Alfred McClatchie, B.A., Victoria Coll., Cobourg   | 1                          | 1864                                             | 500             |                  | 800                                       |                 |
| 20  | Pakenham             | James Smith, M.A., Marischal Coll., Aberdeen       | 1                          | 1864                                             | 480             |                  | 1400                                      |                 |
| 21  | Kingston             | Samuel Woods, M.A., University of Toronto          | 3                          | 1862                                             |                 |                  | 5000                                      |                 |
| 22  | Newburgh             | John Campbell                                      | 2                          | 1864                                             | 750             | 400              | 3600                                      |                 |
| 23  | Bath                 | George Milligan, A.B., Queen's Coll., Kingston     | 1                          | 1864                                             | 584             |                  | 1500                                      |                 |
| 24  | Napanee              | Robert Phillips, Certificate                       | 2                          | 1855                                             | 700             | 320              | 800                                       |                 |
| 25  | Picton               | F. F. McNab, A.B., Queen's Coll., Kingston         | 1                          | 1861                                             | 700             |                  | 1000                                      |                 |
| 26  | Consecon             | W. E. Scott, B.A., Victoria Coll., Cobourg         | 2                          | 1861                                             | 500             | 400              | 1500                                      |                 |
| 27  | Bellefleur           | Alexander Burdon                                   | 2                          | 1840                                             | 1000            | 500              | 9400                                      |                 |
| 28  | Stirling             | B. Baldwin Frellick, A.B., Queen's Coll., Kingston | 1                          | 1864                                             | 550             |                  | 400                                       |                 |
| 29  | Cobourg              | E. W. Barron, M.A., University of Toronto          | 1                          | 1859                                             | 1200            |                  | 2400                                      |                 |
| 30  | Port Hope            | John Gordon, Certificate                           | 2                          | 1856                                             | 1000            | 600              | 4000                                      |                 |
| 31  | Bowmanville          | Rev. Geo. Blair, M.A., Glasgow                     | 3                          | 1863                                             | 720             | 330              | 12000                                     |                 |
| 32  | Brighton             | W. R. Carr, B.A., Wesleyan University              | 1                          | 1864                                             | 600             |                  | 1600                                      |                 |
| 33  | Colborne             | James B. Dixon, M.A., Wesleyan University          | 1                          | 1856                                             | 700             |                  | 4000                                      |                 |
| 34  | Newcastle            | Wm. Lumsden, M.A., Victoria Coll., Cobourg         | 1                          | 1864                                             | 600             |                  |                                           |                 |
| 35  | Peterborough         | John King, A.M., Trinity Coll., Dublin             | 1                          | 1864                                             | 800             |                  | 24000                                     |                 |
| 36  | Norwood              | Arthur C. Verner, A.B., Trinity Coll., Dublin      | 1                          | 1863                                             | 550             |                  | 2000                                      |                 |
| 37  | Lindsay              | Robert Hudspeth, Certificate                       | 1                          | 1861                                             | 500             |                  | 4000                                      |                 |
| 38  | Oakwood              | George Young, B.A., Victoria Coll., Cobourg        | 2                          | 1863                                             | 600             | 350              | 2000                                      |                 |
| 39  | Oranese              | John Shaw, Certificate                             | 1                          | 1863                                             | 600             |                  | 1200                                      |                 |
| 40  | Whitby               | Thomas Kirkland, Certificate                       | 2                          | 1863                                             | 800             | 400              | 2000                                      |                 |
| 41  | Uxbridge             | John Thomson, A.B., Queen's Coll., Kingston        | 1                          | 1864                                             | 480             |                  | 500                                       |                 |
| 42  | Osbawa               | William McCabe, LL.D.                              | 3                          | 1864                                             | 800             | 400              | 6000                                      |                 |
| 43  | Toronto              | Rev. A. Wickson, LL.D., University of Toronto      | 4                          | 1864                                             | 1200            | 520              |                                           |                 |
| 44  | Newmarket            | S. Arthur Marling, M.A., University of Toronto     | 1                          | 1854                                             | 817             |                  | 2000                                      |                 |
| 45  | Streetsville         | George Wright, B.A.                                | 1                          | 1862                                             | 400             |                  | 1200                                      |                 |
| 46  | Richmond Hill        | J. H. Evans, B.A., Trinity Coll., Toronto          | 1                          | 1862                                             | 600             |                  | 1200                                      |                 |
| 47  | Brampton             | John South, B.A., Queen's University, Ireland      | 2                          | 1862                                             | 650             | 100              | 1100                                      |                 |
| 48  | Weston               | Rev. J. B. Logan, M.A., Victoria Coll., Cobourg    | 1                          | 1857                                             | 600             |                  | 10000                                     |                 |
| 49  | Markham              | Henry H. Hutton, M.A., Victoria College, Cobourg   | 1                          | 1864                                             |                 |                  | 600                                       |                 |
| 50  | Barrie               | Rev. W. Checkley, B.A., Trinity Coll. Dublin       | 2                          | 1864                                             | 925             | 200              |                                           |                 |
| 51  | Brauford             | Robert Dobson, Certificate                         | 1                          | 1864                                             |                 |                  | 1000                                      |                 |
| 52  | Collingwood          | Robert Rodgers, Certificate                        | 1                          | 1864                                             | 450             |                  |                                           |                 |
| 53  | Milton               | Robert Matheson, D.A., University of Toronto       | 1                          | 1862                                             | 711             |                  |                                           |                 |

OF UPPER CANADA—(Continued).

| MISCELLANEOUS INFORMATION.         |                                           |                                                                |                                   |                                |                                  |                             |                                            |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
|------------------------------------|-------------------------------------------|----------------------------------------------------------------|-----------------------------------|--------------------------------|----------------------------------|-----------------------------|--------------------------------------------|---------------------------------------------------------------|---------------------------------------------------------------|-------------------------------------------------------|-----------------------------------------------------------------|------------------------------------------------------------------------------|----------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------------------------------------------------|
| Schools in which the Bible is used | Schools in which there are daily prayers. | Number of months open in 1864, including prescribed vacations. | Schools united with Com. Schools. | Number of Maps in each School. | Number of Globes in each School. | Schools using Black Boards. | Schools having complete sets of Apparatus. | Estimated value of all Library Books, Apparatus, & Furniture. | Schools in which Gymnastics and Military Drill are practiced. | Number of Pupils who received Prizes at Examinations. | Number of Pupils who were matriculated at any University, 1864. | Number of Pupils who obtained Honors or Scholarships at matriculation, 1864. | Names of Universities at which Pupils were matriculated, 1864. | Number of Pupils who passed the Law Society Examination, 1864. | Number of Pupils who passed the Examination as Students of Surveying, 1864. |
| 1                                  | 1                                         | 12                                                             | 15                                | 2                              | 1                                |                             | 360                                        | 15                                                            | 1                                                             |                                                       |                                                                 | McGill                                                                       | 1                                                              |                                                                |                                                                             |
| 1                                  | 1                                         | 11                                                             | 15                                | 1                              | 1                                |                             | 300                                        | 5                                                             | 2                                                             |                                                       |                                                                 | Toronto, Victoria                                                            |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 15                                | 2                              | 1                                | Part                        | 60                                         |                                                               | 1                                                             |                                                       |                                                                 | McGill                                                                       |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 6                                 | 1                              | 1                                |                             | 60                                         |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 25                                | 2                              | 1                                | 1                           | 600                                        | 1                                                             | 25                                                            |                                                       |                                                                 |                                                                              | 1                                                              |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 10                                | 1                              | 1                                | Part                        | 30                                         |                                                               | 10                                                            |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 10                                | 1                              | 1                                |                             | 100                                        |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 10                                | 1                              | 1                                | Part                        | 80                                         |                                                               | 5                                                             |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 27                                | 1                              | 1                                |                             | 400                                        |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 18                                | 3                              | 1                                | 1                           | 200                                        |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 11                                | 1                              | 1                                |                             | 137                                        |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 11                                | 1                              | 1                                |                             | 137                                        |                                                               |                                                               |                                                       |                                                                 |                                                                              | Queen's                                                        |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 31                                | 2                              | 1                                | Part                        |                                            |                                                               |                                                               |                                                       |                                                                 |                                                                              | 1                                                              |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 17                                | 1                              | 1                                | Part                        |                                            |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 12                                | 1                              | 1                                |                             | 125                                        |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 12                                | 1                              | 1                                |                             | 250                                        | 1                                                             | 20                                                            | 2                                                     |                                                                 |                                                                              | McGill, Queen's                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 20                                | 2                              | 1                                |                             | 100                                        | 1                                                             |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 1                                 | 1                              | 1                                |                             | 350                                        | 1                                                             | 23                                                            | 7                                                     | 4                                                               |                                                                              | Queen's                                                        |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 16                                | 1                              | 1                                |                             | 50                                         |                                                               | 26                                                            | 1                                                     | 1                                                               |                                                                              | Toronto                                                        |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 14                                | 2                              | 1                                |                             | 90                                         |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 12                                | 2                              | 1                                | Part                        | 150                                        |                                                               |                                                               | 2                                                     |                                                                 |                                                                              | Toronto                                                        |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 10                                | 2                              | 1                                | Part                        | 300                                        |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 12                                | 3                              | 1                                |                             | 50                                         |                                                               |                                                               | 1                                                     |                                                                 |                                                                              | Victoria                                                       |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 11                                | 1                              | 1                                | Part                        | 1600                                       |                                                               | 26                                                            |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 8                                 | 1                              | 1                                |                             | 20                                         |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 20                                | 1                              | 1                                |                             | 100                                        |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 30                                | 2                              | 1                                |                             | 640                                        | 1                                                             |                                                               | 1                                                     | 1                                                               |                                                                              | Toronto                                                        | 1                                                              |                                                                             |
| 1                                  | 1                                         | 12                                                             | 40                                | 2                              | 1                                | 1                           | 1400                                       | 1                                                             |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 25                                | 1                              | 1                                |                             | 100                                        |                                                               | 9                                                             |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 6                                 | 2                              | 1                                | 1                           |                                            |                                                               |                                                               |                                                       |                                                                 |                                                                              | Queen's                                                        |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 5                                 | 4                              | 1                                | Part                        | 100                                        | 1                                                             | 19                                                            | 1                                                     |                                                                 |                                                                              | Victoria                                                       |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 20                                | 2                              | 1                                |                             |                                            |                                                               | 13                                                            | 1                                                     |                                                                 |                                                                              | Toronto                                                        |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 10                                | 1                              | 1                                | 1                           |                                            |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 10                                | 2                              | 1                                | Part                        |                                            |                                                               | 7                                                             | 1                                                     |                                                                 |                                                                              | McGill                                                         |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 11                                | 1                              | 1                                | 1                           | 206                                        | 1                                                             | 32                                                            |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 10                                | 2                              | 1                                | Part                        | 75                                         |                                                               | 47                                                            |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 8                                 | 1                              | 1                                | Part                        | 400                                        | 1                                                             | 24                                                            | 3                                                     | 3                                                               |                                                                              | Toronto                                                        |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 20                                | 1                              | 1                                |                             | 40                                         |                                                               | 30                                                            |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 10                                | 2                              | 1                                |                             |                                            |                                                               |                                                               |                                                       |                                                                 |                                                                              | Victoria                                                       |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 9                                 | 1                              | 1                                |                             | 1500                                       | 1                                                             | 26                                                            | 5                                                     | 3                                                               |                                                                              | Toronto, Queen's                                               |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 42                                | 2                              | 1                                | 1                           | 1000                                       |                                                               |                                                               |                                                       |                                                                 |                                                                              | Toronto                                                        | 1                                                              |                                                                             |
| 1                                  | 1                                         | 12                                                             | 10                                | 2                              | 1                                |                             |                                            |                                                               | 24                                                            |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 12                                | 1                              | 1                                |                             | 300                                        | 1                                                             | 15                                                            |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 17                                | 2                              | 1                                | Part                        | 200                                        |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 11                                | 1                              | 1                                |                             | 200                                        |                                                               | 6                                                             | 4                                                     | 1                                                               |                                                                              | Toronto, McGill                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 18                                | 2                              | 1                                | 1                           | 250                                        |                                                               | 19                                                            | 2                                                     | 1                                                               |                                                                              | Toronto                                                        |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 8                                 | 2                              | 1                                | Part                        | 200                                        |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 8                                 | 2                              |                                  |                             |                                            |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 2                                 | 1                              | 1                                |                             |                                            |                                                               |                                                               |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |
| 1                                  | 1                                         | 12                                                             | 11                                | 1                              | 1                                | 1                           | 100                                        |                                                               | 6                                                             |                                                       |                                                                 |                                                                              |                                                                |                                                                |                                                                             |

TABLE K.—THE GRAMMAR SCHOOLS

| No.                    | THE GRAMMAR SCHOOLS   | MASTERS.                                                 |                 |                            |                                                  |                  | Estimated value of School-house and Site. |                 |
|------------------------|-----------------------|----------------------------------------------------------|-----------------|----------------------------|--------------------------------------------------|------------------|-------------------------------------------|-----------------|
|                        |                       | HEAD MASTERS AND THEIR QUALIFICATIONS.                   |                 | Number of Masters engaged. | Date of appointment of Head of Classical Master. | Annual Salaries. |                                           |                 |
|                        |                       | Head Master.                                             | Assist. Master. |                            |                                                  | Head Master.     |                                           | Assist. Master. |
| 54                     | Oakville.....         | W. B. Fleming, B.A., University of Toronto.....          | 1               | 1864                       | 800                                              | \$               | 3000                                      |                 |
| 55                     | Hamilton.....         | J. M. Buchan, B.A., University of Toronto.....           | 4               | 1863                       | 800                                              | 475              | .....                                     |                 |
| 56                     | Ancaster.....         | James Shier, B.A., Queen's University, Ireland.....      | 1               | 1864                       | 600                                              | 200              | .....                                     |                 |
| 57                     | Dundas.....           | J. J. Flynn, B.A., Queen's University, Ireland.....      | 2               | 1864                       | 700                                              | .....            | 12000                                     |                 |
| 58                     | Waterdown.....        | Arnoldus Miller, Certificate.....                        | 1               | 1864                       | 600                                              | 360              | 3000                                      |                 |
| 59                     | Brantford.....        | William Richardson, B.A., Trinity Coll., Toronto.....    | 1               | 1864                       | 600                                              | .....            | 4000                                      |                 |
| 60                     | Paris.....            | J. W. Acres, B.A., Trinity Coll., Toronto.....           | 2               | 1857                       | 800                                              | 400              | 8000                                      |                 |
| 61                     | Scotland.....         | F. S. Haight, M.A., Williams Coll., Mass.....            | 1               | 1862                       | 600                                              | .....            | 500                                       |                 |
| 62                     | Mount Pleasant.....   | W. T. Briggs, B.A., Trinity Coll., Toronto.....          | 1               | 1863                       | 500                                              | .....            | 3000                                      |                 |
| 63                     | Niagara.....          | Rev. H. N. Phillips *.....                               | 2               | 1853                       | 800                                              | 200              | 700                                       |                 |
| 64                     | St. Catharines.....   | Charles Camidge, Certificate.....                        | 1               | 1864                       | .....                                            | .....            | 4000                                      |                 |
| 65                     | Grimsby.....          | Daniel Campbell, Certificate.....                        | 1               | 1857                       | 700                                              | .....            | 700                                       |                 |
| 66                     | Beamsville.....       | J. Howard Hunter, M.A., University of Toronto.....       | 1               | 1861                       | 650                                              | .....            | .....                                     |                 |
| 67                     | Welland.....          | James Hodgson, Certificate.....                          | 1               | 1860                       | 906                                              | .....            | 300                                       |                 |
| 68                     | Drummondville.....    | Henry de la Motte, Certificate.....                      | 1               | 1864                       | 500                                              | .....            | 3000                                      |                 |
| 69                     | Fonthill.....         | John McNeely, M.A., Trinity Coll., Toronto.....          | 1               | 1862                       | 600                                              | .....            | 300                                       |                 |
| 70                     | Thorold.....          | James Turnbull, B.A., University of Toronto.....         | 1               | 1862                       | 600                                              | .....            | 1500                                      |                 |
| 71                     | Caladenia.....        | William Sinclair, B.A., University of Toronto.....       | 1               | 1857                       | 1000                                             | .....            | .....                                     |                 |
| 72                     | Cayuga.....           | Rev. J. G. Mullholland, M.A., Trinity Coll., Dublin..... | 1               | 1863                       | 550                                              | .....            | 7500                                      |                 |
| 73                     | Simcoe.....           | James Lumsden, M.A., Aberdeen.....                       | 1               | 1862                       | 430                                              | .....            | 350                                       |                 |
| 74                     | Port Dover.....       | T. A. Hall, M.A., Acadia Coll., Nova Scotia.....         | 1               | 1846                       | 1014                                             | .....            | 3500                                      |                 |
| 75                     | Port Rowan.....       | George Strauchon, Certificate.....                       | 1               | 1864                       | 600                                              | .....            | 9000                                      |                 |
| 76                     | Woodstock.....        | James W. Connor, B.A., University of Toronto.....        | 1               | 1863                       | 800                                              | 80               | .....                                     |                 |
| 77                     | Ingersoll.....        | David Ormiston, B.A., University of Toronto.....         | 2               | 1853                       | 1200                                             | 500              | 3000                                      |                 |
| 78                     | Berlin.....           | John K. Johnson, B.A., Trinity Coll., Dublin.....        | 2               | 1862                       | 800                                              | 540              | .....                                     |                 |
| 79                     | Gait.....             | Rev. J. G. Macgregor.....                                | 2               | 1853                       | 726                                              | 160              | 1350                                      |                 |
| 80                     | Guelph.....           | C. J. Macgregor, M.A., University of Toronto.....        | 2               | 1862                       | 700                                              | 300              | 5000                                      |                 |
| 81                     | Dublin.....           | Joseph Leggett, Certificate.....                         | 1               | 1855                       | 900                                              | .....            | 4000                                      |                 |
| 82                     | Owen Sound.....       | John Haldan, Jr. *.....                                  | 1               | 1864                       | 800                                              | .....            | 8000                                      |                 |
| 83                     | Stratford.....        | Albert Andrews, Certificate.....                         | 1               | 1844                       | 1100                                             | .....            | 600                                       |                 |
| 84                     | St. Mary's Blain..... | Rev. Benjamin Bayly, A.B., Trinity Coll., Dublin.....    | 1               | 1860                       | 600                                              | .....            | 1000                                      |                 |
| 85                     | Goderich.....         | R. W. Young, Certificate.....                            | 2               | 1841                       | 1200                                             | 600              | 200                                       |                 |
| 86                     | Kincardine.....       | T. A. Bryce, M.A., Glasgow.....                          | 1               | 1864                       | 500                                              | .....            | 2500                                      |                 |
| 87                     | London.....           | I. Youngusband, M.A., Acadia Coll., Nova Scotia.....     | 1               | 1863                       | 600                                              | .....            | 3000                                      |                 |
| 88                     | Strathroy.....        | Edgar Frisby, M.A., University of Toronto.....           | 1               | 1862                       | 800                                              | .....            | 400                                       |                 |
| 89                     | Wardsville.....       | Alex. McBain, M.A., Queen's Coll., Kingston.....         | 1               | 1864                       | 600                                              | .....            | 3000                                      |                 |
| 90                     | St. Thomas.....       | Alex. Campbell, B.A., Queen's Coll., Kingston.....       | 1               | 1862                       | 800                                              | .....            | 7800                                      |                 |
| 91                     | Vienna.....           | M. McKillop, M.A., University of Vermont.....            | 1               | 1863                       | 700                                              | .....            | 19000                                     |                 |
| 92                     | Chatham.....          | Archd. McSween, A.M., Acadia Coll., N. S.....            | 1               | 1863                       | 600                                              | .....            | .....                                     |                 |
| 93                     | Sarnia.....           | .....                                                    | 1               | 1863                       | 600                                              | .....            | .....                                     |                 |
| 94                     | Sandwich.....         | .....                                                    | 1               | 1864                       | 600                                              | .....            | .....                                     |                 |
| 95                     | Windsor.....          | .....                                                    | 1               | 1864                       | 600                                              | .....            | .....                                     |                 |
| Grand Total, 1864..... |                       |                                                          | 139             | 32 in 64                   | 691                                              | 362              | .....                                     |                 |
| " 1864.....            |                       |                                                          | 141             | 26 in 63                   | 675                                              | 355              | .....                                     |                 |
| Increase.....          |                       |                                                          |                 | 6                          | 16                                               | 7                | .....                                     |                 |
| Decrease.....          |                       |                                                          | 2               |                            |                                                  |                  | .....                                     |                 |

\* Appointed under the old law

OF UPPER CANADA—(Continued.)

| MISCELLANEOUS INFORMATION.          |                                           |                                                                |                                   |                                |                                  |                             |                                            |                                                               |                                                              |                                                       |                                                                   |                                                                              |                                                                |                                                                  |                                                                             |
|-------------------------------------|-------------------------------------------|----------------------------------------------------------------|-----------------------------------|--------------------------------|----------------------------------|-----------------------------|--------------------------------------------|---------------------------------------------------------------|--------------------------------------------------------------|-------------------------------------------------------|-------------------------------------------------------------------|------------------------------------------------------------------------------|----------------------------------------------------------------|------------------------------------------------------------------|-----------------------------------------------------------------------------|
| Schools in which the Bible is used. | Schools in which there are daily prayers. | Number of months open in 1864, including prescribed vacations. | Schools united with Com. Schools. | Number of Maps in each School. | Number of Globes in each School. | Schools using Black Boards. | Schools having complete sets of Apparatus. | Estimated value of all Library Books, Apparatus, & Furniture. | Schools in which Gymnasies and Military Drill are practiced. | Number of Pupils who received Prizes at Examinations. | Number of Pupils who were matriculated at any University in 1864. | Number of Pupils who obtained Honors or Scholarships at matriculation, 1864. | Names of Universities at which Pupils were matriculated, 1864. | Number of Pupils who passed the Law Society's Examination, 1864. | Number of Pupils who passed the Examination as students of Surveying, 1864. |
| 1                                   | 1                                         | 12                                                             | 1                                 | 2                              | .....                            | 1                           | 1                                          | 1000                                                          | .....                                                        | 20                                                    | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 4                              | 1                                | 1                           | 1                                          | .....                                                         | .....                                                        | 7                                                     | .....                                                             | 1                                                                            | Toronto                                                        | 1                                                                | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 12                             | 2                                | 1                           | .....                                      | .....                                                         | .....                                                        | 1                                                     | .....                                                             | 1                                                                            | Michigan                                                       | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 14                             | 2                                | 1                           | .....                                      | .....                                                         | .....                                                        | 16                                                    | .....                                                             | 1                                                                            | Toronto                                                        | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 18                             | 1                                | 1                           | 1                                          | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 28                             | 2                                | 1                           | .....                                      | 500                                                           | 1                                                            | .....                                                 | .....                                                             | .....                                                                        | Toronto                                                        | 1                                                                | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 13                             | 1                                | 1                           | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 13                             | 1                                | 1                           | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 12                             | 1                                | 1                           | Part                                       | 237                                                           | .....                                                        | 26                                                    | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 17                             | 1                                | 1                           | .....                                      | 100                                                           | .....                                                        | .....                                                 | 1                                                                 | .....                                                                        | Victoria                                                       | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 17                             | 1                                | 1                           | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 20                             | 1                                | 1                           | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 13                             | 2                                | 1                           | Part                                       | 106                                                           | .....                                                        | 29                                                    | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 5                              | 1                                | 1                           | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 1                              | 2                                | 1                           | .....                                      | 190                                                           | .....                                                        | .....                                                 | 5                                                                 | .....                                                                        | 4 Toronto, 1 Victoria.                                         | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 8                              | .....                            | .....                       | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 6                              | 1                                | 1                           | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | Toronto                                                        | 1                                                                | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 12                             | 1                                | 1                           | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | Trinity                                                        | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 12                             | 2                                | 1                           | Part                                       | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | Buffalo                                                        | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 18                             | 3                                | 1                           | Part                                       | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | Toronto                                                        | 1                                                                | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 18                             | 1                                | 1                           | Part                                       | 25                                                            | 1                                                            | .....                                                 | 3                                                                 | .....                                                                        | 1 Toronto, 2 Montreal.                                         | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 14                             | .....                            | .....                       | .....                                      | 75                                                            | .....                                                        | 16                                                    | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 10                             | 1                                | 1                           | Part                                       | 25                                                            | .....                                                        | 20                                                    | 1                                                                 | .....                                                                        | Toronto                                                        | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 14                             | 1                                | 1                           | .....                                      | 175                                                           | .....                                                        | 10                                                    | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 37                             | 3                                | 1                           | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 15                             | .....                            | .....                       | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 28                             | 5                                | 1                           | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 28                             | 2                                | 1                           | .....                                      | 600                                                           | 1                                                            | 33                                                    | 1                                                                 | 1                                                                            | Toronto                                                        | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 40                             | 3                                | 1                           | Part                                       | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 20                             | 1                                | 1                           | .....                                      | 250                                                           | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 15                             | 2                                | 1                           | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 16                             | 1                                | 1                           | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 22                             | 2                                | 1                           | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | Toronto                                                        | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 16                             | 1                                | 1                           | Part                                       | 2000                                                          | .....                                                        | 13                                                    | 1                                                                 | .....                                                                        | Montreal                                                       | 2                                                                | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 23                             | 1                                | 1                           | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 10                             | .....                            | .....                       | .....                                      | 100                                                           | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 14                             | 2                                | 1                           | .....                                      | 2500                                                          | .....                                                        | 40                                                    | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 14                             | 2                                | 1                           | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 30                             | 2                                | 1                           | .....                                      | 250                                                           | .....                                                        | .....                                                 | 1                                                                 | 1                                                                            | Toronto                                                        | 1                                                                | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 15                             | 2                                | 1                           | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 23                             | 1                                | 1                           | .....                                      | 200                                                           | .....                                                        | .....                                                 | 1                                                                 | 1                                                                            | Toronto                                                        | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 18                             | 2                                | 1                           | .....                                      | 45                                                            | .....                                                        | 13                                                    | 1                                                                 | 1                                                                            | Trinity                                                        | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 12                             | 1                                | 1                           | .....                                      | .....                                                         | .....                                                        | .....                                                 | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 1                                   | 1                                         | 12                                                             | 1                                 | 24                             | 1                                | 1                           | .....                                      | 45                                                            | .....                                                        | 16                                                    | .....                                                             | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |
| 68                                  | 83                                        | 11m.26d.                                                       | 60                                | 1417                           | 131                              | 93                          | 15 sets, 24 parts.                         | 21                                                            | 850                                                          | 67                                                    | 27                                                                | .....                                                                        | Toronto 36, Queen's 12, Montreal 9, Victoria 16,               | 12                                                               | .....                                                                       |
| 63                                  | 81                                        | 11m.24d.                                                       | 56                                | 1423                           | 135                              | 93                          | 13 sets, 31 parts.                         | 25                                                            | 882                                                          | 70                                                    | 38                                                                | .....                                                                        | Trinity 2, Buffalo 1, Michigan 1.                              | 13                                                               | .....                                                                       |
| 5                                   | 2                                         | 2 days.                                                        | 4                                 | .....                          | .....                            | .....                       | 2 sets, 7 parts.                           | 4                                                             | 23                                                           | 3                                                     | 11                                                                | .....                                                                        | .....                                                          | .....                                                            | .....                                                                       |

† In town Hall. ‡ For past time.

TABLE L.—THE NORMAL SCHOOL FOR UPPER CANADA, 1864.  
ABSTRACT No. 1.—GROSS ATTENDANCE OF STUDENTS, WEEKLY AID GRANTED, CERTIFICATES, &c.\*

| THE SESSIONS<br>OF THE<br>NORMAL SCHOOL<br>FOR<br>UPPER CANADA. | Applicants for Admission. |       | Rejected. |        | Admitted. |         | Admitted by Fees. |       | Who had been Teachers before. |        | Who attended formerly. |         |      |      |     |      |     |     |
|-----------------------------------------------------------------|---------------------------|-------|-----------|--------|-----------|---------|-------------------|-------|-------------------------------|--------|------------------------|---------|------|------|-----|------|-----|-----|
|                                                                 | Total.                    | Male. | Female.   | Total. | Male.     | Female. | Total.            | Male. | Female.                       | Total. | Male.                  | Female. |      |      |     |      |     |     |
| From the 1st to the 30th Session, inclusive .....               | 4482                      | 2506  | 1976      | 501    | 268       | 233     | 3981              | 2238  | 1743                          | 49     | 33                     | 13      | 2086 | 1502 | 584 | 1236 | 586 | 650 |
| Thirty-first Session, 1864 .....                                | 171                       | 78    | 93        | 13     | 5         | 10      | 156               | 73    | 83                            | .....  | .....                  | .....   | 84   | 43   | 41  | 46   | 19  | 27  |
| Thirty-second Session, 1864 .....                               | 172                       | 77    | 95        | 12     | 7         | 5       | 160               | 70    | 90                            | .....  | .....                  | .....   | 61   | 33   | 28  | 71   | 27  | 44  |
| Grand Total .....                                               | 4825                      | 2661  | 2164      | 528    | 280       | 248     | 4297              | 2381  | 1916                          | 49     | 36                     | 13      | 2231 | 1590 | 641 | 1353 | 622 | 721 |

ABSTRACT No. 1.—GROSS ATTENDANCE OF STUDENTS, WEEKLY AID GRANTED, CERTIFICATES, &c.—Continued.

| THE SESSIONS<br>OF THE<br>NORMAL SCHOOL<br>FOR<br>UPPER CANADA. | Who received Weekly aid.                          |       | Amount of Aid Granted |            | WHO LEFT.  |              |        | Received Certificates of standing in Class from the Masters. |         | Received Provincial Certificates. |       |       |       |      |      |     |
|-----------------------------------------------------------------|---------------------------------------------------|-------|-----------------------|------------|------------|--------------|--------|--------------------------------------------------------------|---------|-----------------------------------|-------|-------|-------|------|------|-----|
|                                                                 | Total.                                            | Male. | Female.               | Total.     | Regularly. | Irregularly. | Total. | Male.                                                        | Female. | Total.                            | Male. |       |       |      |      |     |
|                                                                 | From the 1st to the 30th Session, inclusive ..... | 2194  | 1332                  | 862        | \$44369 50 | 718          | 466    | 252                                                          | 250     | 101                               | 59    | 420   | 313   | 107  | 1837 | 990 | 847 |
| Thirty-first Session, 1864 .....                                | .....                                             | ..... | .....                 | .....      | 46         | 18           | 28     | 7                                                            | 5       | 2                                 | ..... | ..... | ..... | 82   | 42   | 40  |
| Thirty-second Session, 1864 .....                               | .....                                             | ..... | .....                 | .....      | 31         | 13           | 18     | 7                                                            | 5       | 2                                 | ..... | ..... | ..... | 101  | 48   | 53  |
| Grand Total .....                                               | 2194                                              | 1332  | 862                   | \$44369 50 | 795        | 497          | 298    | 261                                                          | 201     | 63                                | 420   | 313   | 107   | 2020 | 1080 | 940 |

\* A very large proportion of these students have attended two or three Sessions, so that this number greatly exceeds that of the different individuals who have entered the institution as students, and the same remark applies to the number of certificates granted, as reported in the last column of the above table. The number of certificates actually valid on 31st December, 1864, was 1410.

TABLE L.—THE NORMAL SCHOOL FOR UPPER CANADA, 1864.—Continued.

ABSTRACT No. 2.—COUNTIES FROM WHICH TEACHERS IN TRAINING AT THE NORMAL SCHOOL CAME.

| THE SESSIONS<br>OF THE<br>NORMAL SCHOOL<br>FOR<br>UPPER CANADA. | Glengarry |        | Stormont |        | Dundas |        | Prescott |        | Russell |        | Carleton |        | Greenville |        | Leeds |        | Lanark |        | Kent  |        | Frontenac |        | Addington |        | Lennox |        | Prince Edward |        |    |    |    |   |    |    |   |     |    |    |
|-----------------------------------------------------------------|-----------|--------|----------|--------|--------|--------|----------|--------|---------|--------|----------|--------|------------|--------|-------|--------|--------|--------|-------|--------|-----------|--------|-----------|--------|--------|--------|---------------|--------|----|----|----|---|----|----|---|-----|----|----|
|                                                                 | Total     | Female | Total    | Female | Total  | Female | Total    | Female | Total   | Female | Total    | Female | Total      | Female | Total | Female | Total  | Female | Total | Female | Total     | Female | Total     | Female | Total  | Female | Total         | Female |    |    |    |   |    |    |   |     |    |    |
| From the 1st to the 30th Session, inclusive                     | 30        | 16     | 34       | 24     | 10     | 15     | 13       | 2      | 7       | 8      | 6        | 55     | 47         | 8      | 33    | 27     | 6      | 45     | 26    | 19     | 82        | 74     | 8         | 13     | 11     | 2      | 80            | 18     | 21 | 30 | 25 | 5 | 22 | 16 | 6 | 103 | 88 | 15 |
| Thirty-first Session, 1864.....                                 | 1         | 1      | 1        | 1      | 2      | 2      | 1        | 1      | 1       | 1      | 1        | 1      | 1          | 1      | 1     | 1      | 1      | 5      | 2     | 3      | 4         | 3      | 1         | 1      | 1      | 1      | 1             | 1      | 1  | 1  | 1  | 1 | 1  | 1  | 1 | 2   | 2  | 1  |
| Thirty-second Session, 1864.....                                | 1         | 1      | 1        | 1      | 1      | 1      | 1        | 1      | 1       | 1      | 1        | 1      | 1          | 1      | 1     | 1      | 1      | 1      | 1     | 1      | 2         | 1      | 1         | 1      | 1      | 1      | 1             | 1      | 1  | 1  | 1  | 1 | 1  | 1  | 1 | 1   | 1  | 1  |
| Grand Total.....                                                | 31        | 16     | 35       | 25     | 11     | 18     | 16       | 2      | 20      | 12     | 8        | 6      | 56         | 48     | 8     | 31     | 28     | 6      | 51    | 29     | 88        | 78     | 10        | 13     | 11     | 2      | 41            | 19     | 22 | 30 | 25 | 5 | 24 | 16 | 8 | 105 | 90 | 15 |

ABSTRACT No. 2.—COUNTIES FROM WHICH TEACHERS IN TRAINING AT THE NORMAL SCHOOL CAME.

| THE SESSIONS<br>OF THE<br>NORMAL SCHOOL<br>FOR<br>UPPER CANADA. | Hastings |        | Northam- |        | Durham |        | Peterboro' |        | Victoria |        | Ontario |        | York  |        | Peel  |        | Simcoe |        | Haldon |        | Wentworth |        | Brent |        | Lincoln |        |    |     |     |    |     |     |     |     |    |    |     |    |    |
|-----------------------------------------------------------------|----------|--------|----------|--------|--------|--------|------------|--------|----------|--------|---------|--------|-------|--------|-------|--------|--------|--------|--------|--------|-----------|--------|-------|--------|---------|--------|----|-----|-----|----|-----|-----|-----|-----|----|----|-----|----|----|
|                                                                 | Total    | Female | Total    | Female | Total  | Female | Total      | Female | Total    | Female | Total   | Female | Total | Female | Total | Female | Total  | Female | Total  | Female | Total     | Female | Total | Female | Total   | Female |    |     |     |    |     |     |     |     |    |    |     |    |    |
| From the 1st to the 30th Session, in-<br>clusive.....           | 61       | 54     | 7        | 53     | 43     | 10     | 14         | 28     | 25       | 3      | 30      | 20     | 4     | 188    | 120   | 66     | 1258   | 402    | 769    | 143    | 108       | 23     | 76    | 57     | 19      | 111    | 54 | 57  | 193 | 67 | 126 | 110 | 52  | 88  | 96 | 48 | 48  |    |    |
| Thirty-first Session, 1864.....                                 | 1        | 1      | 2        | 2      | 1      | 1      | 2          | 1      | 1        | 1      | 1       | 1      | 1     | 1      | 1     | 1      | 1      | 1      | 1      | 1      | 1         | 1      | 1     | 1      | 1       | 1      | 1  | 1   | 1   | 1  | 1   | 1   | 1   | 1   | 1  | 1  | 1   | 1  |    |
| Thirty-second Session, 1864.....                                | 1        | 1      | 2        | 2      | 1      | 1      | 2          | 1      | 1        | 1      | 1       | 1      | 1     | 1      | 1     | 1      | 1      | 1      | 1      | 1      | 1         | 1      | 1     | 1      | 1       | 1      | 1  | 1   | 1   | 1  | 1   | 1   | 1   | 1   | 1  | 1  | 1   | 1  |    |
| Grand Total.....                                                | 62       | 55     | 7        | 57     | 45     | 12     | 152        | 110    | 42       | 30     | 25      | 5      | 32    | 28     | 4     | 208    | 134    | 74     | 1357   | 512    | 845       | 151    | 113   | 38     | 84      | 62     | 22 | 120 | 56  | 64 | 211 | 69  | 142 | 115 | 55 | 60 | 108 | 54 | 54 |





TABLE M.—THE OTHER EDUCATIONAL INSTITUTIONS OF UPPER CANADA, 1864.

| COUNTIES.            | COLLEGES.           |                     |                                    |                            | ACADEMIES AND PRIVATE SCHOOLS.        |                   |                        |                     | TOTAL.                     |                                                |                            |                                                      |
|----------------------|---------------------|---------------------|------------------------------------|----------------------------|---------------------------------------|-------------------|------------------------|---------------------|----------------------------|------------------------------------------------|----------------------------|------------------------------------------------------|
|                      | Number of Colleges. | Number of Students. | Annual Income, or Legislative Aid. | Amount received from Fees. | No. of Academies and Private Schools. | Number of Pupils. | Number of months open. | Number of Teachers. | Amount received from Fees. | Total Colleges, Academies, and Private Sch'ls. | Total Students and Pupils. | Total amount received from Fees, or Legislative Aid. |
|                      |                     |                     | \$ c.                              | \$ c.                      |                                       |                   |                        |                     | \$ c.                      |                                                |                            | \$ c.                                                |
| Total Counties ..... |                     |                     |                                    |                            | 92                                    | 1458              | 9                      | 94                  | 7627 00                    | 92                                             | 1458                       | 7627 00                                              |
| “ Cities.....        | 11                  | 1200                | 110000 00                          | 40000 00                   | 44                                    | 1630              | 11                     | 141                 | 22500 00                   | 55                                             | 2830                       | 172500 00                                            |
| “ Towns.....         | 5                   | 620                 | 40000 00                           | 4000 00                    | 85                                    | 2278              | 11                     | 108                 | 15580 00                   | 90                                             | 2898                       | 59580 00                                             |
| „ Villages .....     |                     |                     |                                    |                            | 34                                    | 452               | 10                     | 33                  | 3064 00                    | 34                                             | 452                        | 3064 00                                              |
| Grand Total, 1864..  | 16                  | 1820                | 150000 00                          | 44000 00                   | 255                                   | 5318              | 10                     | 376                 | 48771 00                   | 271                                            | 7638                       | 242771 00                                            |
| “ 1863..             | 16                  | 1820                | 150000 00                          | 44000 00                   | 340                                   | 6653              | 9                      | 497                 | 58218 00                   | 356                                            | 8472                       | 252218 00                                            |
| Increase .....       |                     |                     |                                    |                            |                                       |                   | 1                      |                     |                            |                                                |                            |                                                      |
| Decrease.....        |                     |                     |                                    |                            | 85                                    | 835               |                        | 121                 | 9447 00                    | 85                                             | 835                        | 9447 00                                              |

TABLE N.—STATEMENT No. 1.—THE FREE PUBLIC LIBRARIES OF UPPER CANADA, 1864.

THE FREE PUBLIC LIBRARIES SUPPLIED BY THE EDUCATIONAL DEPARTMENT DURING THE YEAR,

| COUNTIES AND NAMES OF COMMON SCHOOL LIBRARIES. | MONEYS.                                 |    |                                               |    | Total number of Volumes supplied in 1864. | No. of Volumes taken out during the year. | No. of separate applications for books during the year. |                              |
|------------------------------------------------|-----------------------------------------|----|-----------------------------------------------|----|-------------------------------------------|-------------------------------------------|---------------------------------------------------------|------------------------------|
|                                                | Amount of Local Appropriation for 1864. |    | Amount of Legislative Appropriation for 1864. |    |                                           |                                           |                                                         | Value of Books sent in 1864. |
|                                                | \$                                      | c. | \$                                            | c. |                                           |                                           |                                                         |                              |
| Prescott:                                      | 9 78                                    |    | 9 78                                          |    | 31                                        | Not reported.                             |                                                         |                              |
| Carleton:                                      | 8 00                                    |    | 8 00                                          |    | 45                                        | ..                                        |                                                         |                              |
| Leeds:                                         | 6 00                                    |    | 6 00                                          |    | 44                                        | ..                                        |                                                         |                              |
| Leamark:                                       | 6 00                                    |    | 6 00                                          |    | 29                                        | ..                                        |                                                         |                              |
| Northumberland & Durham:                       | 30 00                                   |    | 30 00                                         |    | 145                                       | ..                                        | 116                                                     |                              |
| Durham:                                        | 12 00                                   |    | 12 00                                         |    | 61                                        | ..                                        | 60                                                      |                              |
| Victoria                                       | 10 00                                   |    | 10 00                                         |    | 37                                        | ..                                        | ..                                                      |                              |
| Ontario:                                       | 10 50                                   |    | 10 50                                         |    | 50                                        | ..                                        | ..                                                      |                              |
| York:                                          | 20 00                                   |    | 20 00                                         |    | 41                                        | ..                                        | 20                                                      |                              |
| Huron:                                         | 10 00                                   |    | 10 00                                         |    | 51                                        | ..                                        | ..                                                      |                              |
| Wentworth:                                     | 75 00                                   |    | 75 00                                         |    | 264                                       | ..                                        | ..                                                      |                              |
| Brant:                                         | 25 00                                   |    | 25 00                                         |    | 70                                        | ..                                        | 70                                                      |                              |
| Haldimand:                                     | 30 00                                   |    | 30 00                                         |    | 147                                       | ..                                        | 30                                                      |                              |
| Norfolk:                                       | 25 00                                   |    | 25 00                                         |    | 84                                        | ..                                        | 45                                                      |                              |
|                                                | 20 00                                   |    | 20 00                                         |    | 40                                        | ..                                        | ..                                                      |                              |
|                                                | 8 50                                    |    | 8 50                                          |    | 74                                        | ..                                        | 60                                                      |                              |
|                                                | 8 00                                    |    | 8 00                                          |    | 42                                        | ..                                        | ..                                                      |                              |
|                                                | 21 10                                   |    | 21 10                                         |    | 95                                        | ..                                        | ..                                                      |                              |

|             |          |        |         |      |      |      |
|-------------|----------|--------|---------|------|------|------|
| Oxford:     | 10 00    | 10 00  | 20 00   | 41   | 83   | 37   |
| Wellington: | 8 00     | 8 00   | 16 00   | 40   | 38   | 21   |
|             | 6 00     | 6 00   | 12 00   | 22   | 50   | 30   |
|             | 25 00    | 25 00  | 50 00   | 71   | 1139 | 30   |
|             | 25 00    | 25 00  | 50 00   | 48   | 550  | 108  |
| Grey:       | 17 00    | 17 00  | 34 00   | 49   | 150  | 20   |
| Perth:      | 10 00    | 10 00  | 20 00   | 27   | ..   | 30   |
|             | 10 00    | 10 00  | 20 00   | 42   | ..   | 25   |
| Huron:      | 100 00   | 100 00 | 200 00  | 286  | 176  | 80   |
| Bruce:      | 24 00    | 24 00  | 48 00   | 85   | 6    | ..   |
|             | 6 00     | 6 00   | 12 00   | 38   | ..   | ..   |
|             | 10 00    | 10 00  | 20 00   | 29   | 150  | 50   |
|             | 15 00    | 15 00  | 30 00   | 68   | 806  | 81   |
| Middlesex:  | 52 61    | 52 61  | 105 22  | 146  | 114  | 69   |
| Cities:     | 90 00    | 90 00  | 180 00  | 244  | 7000 | 2000 |
| Towns:      | 51 50    | 51 50  | 103 00  | 313  | ..   | ..   |
|             | 70 42    | 70 42  | 140 84  | 210  | 180  | 376  |
|             | 100 00   | 100 00 | 200 00  | 240  | ..   | ..   |
|             | \$905 47 | 965 47 | 1930 94 | 3301 | ..   | ..   |

TABLE N.—STATEMENT No. 2.—THE FREE PUBLIC LIBRARIES OF UPPER CANADA, 1864—Continued.

| COUNTIES.      | MONEY.                                 |       |                                              |      | THE FREE PUBLIC LIBRARIES SUPPLIED BY THE EDUCATIONAL DEPARTMENT. |         |                            |         | OTHER PUBLIC LIBRARIES. |                                       |                                           |                                                         | TOTAL. |                         |          |                                                    |          |       |       |
|----------------|----------------------------------------|-------|----------------------------------------------|------|-------------------------------------------------------------------|---------|----------------------------|---------|-------------------------|---------------------------------------|-------------------------------------------|---------------------------------------------------------|--------|-------------------------|----------|----------------------------------------------------|----------|-------|-------|
|                | Amount of local appropriation for 1864 |       | Amount of legislative appropriation for 1864 |      | Value of books sent in 1864.                                      |         | Total value of books sent. |         | Miscellaneous.          |                                       | Sunday School Libraries.                  |                                                         |        | Other Public Libraries. |          | Total School and Public Libraries in Upper Canada. |          |       |       |
|                | \$                                     | cts.  | \$                                           | cts. | \$                                                                | cts.    | \$                         | cts.    | No. of sub-divisions.   | Total number of volumes in libraries. | No. of volumes taken out during the year. | No. of separate applications for books during the year. |        | Libraries.              | Volumes. | Libraries.                                         | Volumes. |       |       |
| Glengary       |                                        |       |                                              |      | 200 00                                                            | 200 00  | 200 00                     | 200 00  | 1                       | 454                                   | 360                                       |                                                         | 9      | 1080                    |          |                                                    | 10       | 1504  |       |
| Stormont       |                                        |       |                                              |      | 500 00                                                            | 500 00  | 500 00                     | 500 00  | 3                       | 1144                                  |                                           |                                                         | 15     | 1480                    | 2        | 310                                                | 20       | 2934  |       |
| Dundas         |                                        |       |                                              |      | 800 00                                                            | 800 00  | 800 00                     | 800 00  | 1                       | 1401                                  |                                           |                                                         | 25     | 2133                    | 1        | 82                                                 | 27       | 3616  |       |
| Prescott       | 9 78                                   | 9 78  |                                              |      | 912 00                                                            | 931 56  | 931 56                     | 931 56  | 4                       | 1819                                  |                                           |                                                         | 26     | 3676                    | 3        | 1650                                               | 33       | 7145  |       |
| Russell        |                                        |       |                                              |      | 652 37                                                            | 652 37  | 652 37                     | 652 37  | 4                       | 1270                                  | 57                                        | 28                                                      | 10     | 900                     | 1        | 800                                                | 15       | 2970  |       |
| Carleton       | 8 00                                   | 8 00  |                                              |      | 1907 02                                                           | 1923 02 | 1923 02                    | 1923 02 | 14                      | 3901                                  | 491                                       | 300                                                     | 27     | 3475                    | 2        | 180                                                | 43       | 7659  |       |
| Greenville     |                                        |       |                                              |      | 876 00                                                            | 876 00  | 876 00                     | 876 00  | 5                       | 1809                                  | 127                                       | 67                                                      | 23     | 3924                    | 1        | 579                                                | 29       | 5312  |       |
| Leeds          | 6 00                                   | 6 00  |                                              |      | 973 10                                                            | 985 10  | 985 10                     | 985 10  | 15                      | 2023                                  | 795                                       | 288                                                     | 69     | 6587                    | 3        | 350                                                | 87       | 8940  |       |
| Lanark         | 6 00                                   | 6 00  |                                              |      | 4345 80                                                           | 4357 80 | 4357 80                    | 4357 80 | 38                      | 8819                                  | 5364                                      | 1093                                                    | 50     | 7000                    | 30       | 5500                                               | 124      | 21319 |       |
| Renfrew        |                                        |       |                                              |      | 1475 72                                                           | 1475 72 | 1475 72                    | 1475 72 | 17                      | 2872                                  | 414                                       | 224                                                     | 18     | 1610                    | 3        | 850                                                | 38       | 5332  |       |
| Frontenac      |                                        |       |                                              |      | 574 77                                                            | 574 77  | 574 77                     | 574 77  | 6                       | 1188                                  | 218                                       | 215                                                     | 30     | 3068                    | 3        | 950                                                | 20       | 5921  |       |
| Addington      |                                        |       |                                              |      | 400 00                                                            | 400 00  | 400 00                     | 400 00  | 1                       | 630                                   |                                           |                                                         | 25     | 4153                    | 2        | 636                                                | 28       | 5413  |       |
| Lennox         |                                        |       |                                              |      | 720 00                                                            | 720 00  | 720 00                     | 720 00  | 2                       | 1536                                  |                                           |                                                         | 13     | 1282                    | 4        | 350                                                | 20       | 3183  |       |
| Prince Edward  |                                        |       |                                              |      | 1227 60                                                           | 1227 60 | 1227 60                    | 1227 60 | 2                       | 2264                                  |                                           |                                                         | 105    | 38481                   | 2        | 900                                                | 50       | 7595  |       |
| Hastings       |                                        |       |                                              |      | 2731 84                                                           | 2751 84 | 2751 84                    | 2751 84 | 20                      | 5280                                  | 236                                       | 105                                                     | 38     | 4381                    | 3        | 957                                                | 60       | 10618 |       |
| Northumberland | 42 00                                  | 42 00 |                                              |      | 4198 00                                                           | 4280 00 | 4280 00                    | 4280 00 | 29                      | 5572                                  | 1819                                      | 614                                                     | 78     | 9471                    | 6        | 2580                                               | 113      | 20623 |       |
| Durham         |                                        |       |                                              |      | 1140 57                                                           | 1140 57 | 1140 57                    | 1140 57 | 17                      | 2747                                  | 731                                       | 300                                                     | 57     | 7393                    | 3        | 450                                                | 77       | 10590 |       |
| Peterboro'     | 10 00                                  | 10 00 |                                              |      | 550 24                                                            | 570 24  | 570 24                     | 570 24  | 21                      | 6804                                  | 255                                       | 125                                                     | 29     | 3150                    | 6        | 1319                                               | 56       | 11273 |       |
| Victoria       | 30 50                                  | 30 50 |                                              |      | 61 00                                                             | 61 00   | 61 00                      | 61 00   | 2                       | 3198                                  | 2936                                      | 892                                                     | 26     | 2270                    | 3        | 300                                                | 62       | 6828  |       |
| Ontario        | 10 00                                  | 10 00 |                                              |      | 4470 12                                                           | 4531 12 | 4531 12                    | 4531 12 | 35                      | 7874                                  | 3701                                      | 473                                                     | 46     | 6564                    | 0        | 2900                                               | 77       | 17338 |       |
| York           |                                        |       |                                              |      | 8210 09                                                           | 8230 09 | 8230 09                    | 8230 09 | 68                      | 14662                                 | 7680                                      | 1848                                                    | 95     | 13513                   | 23       | 5645                                               | 187      | 32830 |       |
| Peel           |                                        |       |                                              |      | 4563 66                                                           | 4563 66 | 4563 66                    | 4563 66 | 52                      | 8085                                  | 4037                                      | 1856                                                    | 57     | 36585                   | 3        | 680                                                | 64       | 16100 |       |
| Simcoe         | 75 00                                  | 75 00 |                                              |      | 5504 20                                                           | 5504 20 | 5504 20                    | 5504 20 | 28                      | 6588                                  | 1544                                      | 547                                                     | 36     | 5911                    | 7        | 2160                                               | 71       | 14655 |       |
| Halton         | 25 00                                  | 25 00 |                                              |      | 758 34                                                            | 758 34  | 758 34                     | 758 34  | 9                       | 1614                                  | 1250                                      | 245                                                     | 33     | 7630                    | 11       | 3120                                               | 53       | 12370 |       |
| Wentworth      | 75 00                                  | 75 00 |                                              |      | 1650 00                                                           | 1700 00 | 1700 00                    | 1700 00 | 13                      | 3493                                  | 2486                                      | 577                                                     | 53     | 8172                    | 9        | 2308                                               | 75       | 14031 |       |
| Brent          |                                        |       |                                              |      | 612 44                                                            | 762 44  | 762 44                     | 762 44  | 11                      | 2069                                  | 588                                       |                                                         | 101    | 47                      | 6794     | 3                                                  | 2276     | 61    | 11130 |
| Lincoln        |                                        |       |                                              |      | 2474 50                                                           | 2474 50 | 2474 50                    | 2474 50 | 17                      | 4289                                  | 1501                                      | 287                                                     | 40     | 5427                    | 3        | 2016                                               | 64       | 10381 |       |
| Welland        |                                        |       |                                              |      | 920 00                                                            | 920 00  | 920 00                     | 920 00  | 11                      | 1870                                  | 773                                       | 105                                                     | 50     | 6095                    | 3        | 1516                                               | 64       | 10381 |       |
| Haldimand      | 16 50                                  | 16 50 |                                              |      | 3134 10                                                           | 3107 10 | 3107 10                    | 3107 10 | 32                      | 5523                                  | 1194                                      | 671                                                     | 46     | 4998                    | 3        | 2370                                               | 81       | 12801 |       |

|                |         |         |         |           |           |           |           |           |     |        |      |      |      |        |     |        |      |        |
|----------------|---------|---------|---------|-----------|-----------|-----------|-----------|-----------|-----|--------|------|------|------|--------|-----|--------|------|--------|
| Norfolk        | 21 16   | 21 16   |         |           | 809 04    | 851 36    | 851 36    | 851 36    | 11  | 1655   | 217  | 59   | 66   | 6331   | 5   | 1200   | 82   | 9686   |
| Oxford         | 10 00   | 10 00   |         |           | 5082 72   | 5082 72   | 5082 72   | 5082 72   | 36  | 9874   | 6341 | 1525 | 88   | 10004  | 4   | 990    | 128  | 21768  |
| Waterloo       |         |         |         |           | 1910 87   | 1910 87   | 1910 87   | 1910 87   | 13  | 3528   | 1396 | 401  | 21   | 2919   | 12  | 1600   | 40   | 8047   |
| Wellington     | 64 00   | 64 00   |         |           | 3468 41   | 3468 41   | 3468 41   | 3468 41   | 30  | 6746   | 3683 | 1544 | 53   | 6825   | 10  | 2607   | 102  | 10178  |
| Grey           | 17 00   | 17 00   |         |           | 2732 40   | 2732 40   | 2732 40   | 2732 40   | 20  | 5404   | 621  | 319  | 21   | 2132   | 16  | 1963   | 87   | 9499   |
| Perth          | 20 00   | 20 00   |         |           | 2745 62   | 2745 62   | 2745 62   | 2745 62   | 29  | 5293   | 1216 | 695  | 34   | 4141   | 15  | 1788   | 78   | 11222  |
| Huron          | 100 00  | 100 00  |         |           | 4929 10   | 5129 10   | 5129 10   | 5129 10   | 48  | 8604   | 2731 | 843  | 36   | 4289   | 15  | 2059   | 93   | 14652  |
| Bruce          | 55 00   | 55 00   |         |           | 704 60    | 874 60    | 874 60    | 874 60    | 15  | 1724   | 2184 | 329  | 24   | 2123   | 2   | 325    | 41   | 4172   |
| Middlesex      | 52 61   | 52 61   |         |           | 3849 24   | 3954 48   | 3954 48   | 3954 48   | 50  | 7051   | 1681 | 597  | 60   | 7829   | 12  | 4692   | 128  | 19563  |
| Elgin          |         |         |         |           | 1633 28   | 1633 28   | 1633 28   | 1633 28   | 32  | 3169   | 287  | 268  | 87   | 5963   | 8   | 1205   | 77   | 9863   |
| Kent           |         |         |         |           | 3590 00   | 3590 00   | 3590 00   | 3590 00   | 29  | 6953   | 2000 | 1403 | 36   | 4718   | 6   | 1450   | 71   | 13121  |
| Lambton        |         |         |         |           | 3009 41   | 3009 41   | 3009 41   | 3009 41   | 19  | 4297   | 709  | 612  | 37   | 3030   | 8   | 1300   | 64   | 8717   |
| Essex          |         |         |         |           | 1304 00   | 1304 00   | 1304 00   | 1304 00   | 5   | 2429   |      |      | 11   | 3350   | 10  | 1040   | 26   | 6819   |
| Total          | 653 55  | 653 55  | 1307 10 | 93604 73  | 94011 83  | 94011 83  | 94011 83  | 94011 83  | 584 | 180587 |      |      | 1043 | 207846 | 272 | 66157  | 2764 | 454540 |
| Counties       | 653 55  | 653 55  | 1337 10 | 93604 73  | 94011 83  | 94011 83  | 94011 83  | 94011 83  | 584 | 180587 |      |      | 1043 | 207846 | 272 | 66157  | 2764 | 454540 |
| Cities         | 90 00   | 90 00   | 180 00  | 8687 87   | 8687 87   | 8687 87   | 8687 87   | 8687 87   | 9   | 13600  |      |      | 75   | 26310  | 18  | 54450  | 102  | 94360  |
| Towns          | 221 92  | 221 92  | 443 84  | 5976 38   | 6420 22   | 6420 22   | 6420 22   | 6420 22   | 34  | 9170   |      |      | 201  | 53298  | 50  | 34681  | 265  | 97149  |
| Villages       |         |         |         | 2703 65   | 2703 65   | 2703 65   | 2703 65   | 2703 65   | 20  | 5176   |      |      | 144  | 28963  | 39  | 17317  | 203  | 52450  |
| Total for 1864 | 965 47  | 965 47  | 1930 94 | 110942 63 | 112373 57 | 112373 57 | 112373 57 | 112373 57 | 597 | 208468 |      |      | 2068 | 317417 | 379 | 172605 | 3344 | 698505 |
| 1863           | 1888 70 | 1888 70 | 3777 40 | 107105 23 | 110942 63 | 110942 63 | 110942 63 | 110942 63 | 561 | 205122 |      |      | 2020 | 314184 | 377 | 172497 | 2948 | 691803 |
| Increase       | 923 23  | 923 23  | 1846 46 | 3777 40   | 3777 40   | 3777 40   | 3777 40   | 3777 40   | 340 | 3361   |      |      | 48   | 3232   | 2   | 108    | 396  | 6702   |
| Decrease       |         |         |         |           |           |           |           |           |     |        |      |      |      |        |     |        |      |        |

TABLE N.—STATEMENT NO. 3.—THE FREE PUBLIC LIBRARIES OF UPPER CANADA, 1864.—Continued.

The following is a full and interesting statement of the number and classification of Public Library and Prize Books sent out from the Depository of the Upper Canada Educational Department, from 1853 to 1864 inclusive.

| Number of volumes sent out during the years                                | Total Library Books. | History. | Zoology and Physiology. | Botany. | Phenomena. | Physical Science. | Geology. | Natural Philosophy and Manufactures. | Chemistry. | Agricultural Chemistry. | Practical Agriculture. | Literature. | Voyages. | Biography. | Tales and Sketches—Practical Life. | Teacher's Library. | Prize Books. | Grand Total Library and Prize Books. |        |
|----------------------------------------------------------------------------|----------------------|----------|-------------------------|---------|------------|-------------------|----------|--------------------------------------|------------|-------------------------|------------------------|-------------|----------|------------|------------------------------------|--------------------|--------------|--------------------------------------|--------|
| 1853.....                                                                  | 21922                | 4158     | 1602                    | 287     | 906        | 526               | 234      | 940                                  | 132        | 192                     | 807                    | 2694        | 1141     | 2917       | 5178                               | 208                | .....        | 21922                                |        |
| 1854.....                                                                  | 66711                | 10633    | 5532                    | 1030    | 2172       | 1351              | 636      | 4780                                 | 629        | 321                     | 3235                   | 5764        | 4350     | 6393       | 19307                              | 578                | .....        | 66711                                |        |
| 1855.....                                                                  | 28659                | 5475     | 2053                    | 318     | 558        | 663               | 200      | 1808                                 | 207        | 76                      | 1452                   | 3361        | 2026     | 3081       | 6049                               | 482                | .....        | 28659                                |        |
| 1856.....                                                                  | 13693                | 2498     | 652                     | 118     | 307        | 287               | 77       | 660                                  | 55         | 31                      | 418                    | 1523        | 1019     | 1844       | 3832                               | 258                | .....        | 13693                                |        |
| 1857.....                                                                  | 26833                | 4295     | 1763                    | 321     | 632        | 917               | 195      | 1729                                 | 134        | 67                      | 1287                   | 2391        | 2253     | 3516       | 9219                               | 244                | .....        | 26833                                |        |
| 1858.....                                                                  | 7387                 | 1667     | 593                     | 86      | 152        | 98                | 61       | 276                                  | 27         | 2                       | 186                    | 713         | 843      | 744        | 2245                               | 84                 | .....        | 7387                                 |        |
| 1859.....                                                                  | 9308                 | 1670     | 551                     | 136     | 209        | 192               | 130      | 432                                  | 87         | 18                      | 300                    | 1169        | 714      | 1127       | 2101                               | 172                | .....        | 9308                                 |        |
| 1860.....                                                                  | 9072                 | 1561     | 475                     | 144     | 223        | 200               | 100      | 526                                  | 61         | 17                      | 359                    | 852         | 797      | 1115       | 2520                               | 142                | .....        | 9072                                 |        |
| 1861.....                                                                  | 6488                 | 1273     | 302                     | 59      | 101        | 72                | 64       | 233                                  | 36         | 2                       | 172                    | 601         | 760      | 880        | 1826                               | 117                | .....        | 6488                                 |        |
| 1862.....                                                                  | 5599                 | 927      | 244                     | 45      | 90         | 43                | 75       | 211                                  | 45         | 24                      | 145                    | 412         | 661      | 830        | 1706                               | 112                | .....        | 5599                                 |        |
| 1863.....                                                                  | 6274                 | 707      | 304                     | 42      | 97         | 80                | 67       | 282                                  | 26         | 6                       | 202                    | 547         | 652      | 864        | 2286                               | 112                | .....        | 6274                                 |        |
| 1864.....                                                                  | 3361                 | 552      | 140                     | 11      | 47         | 38                | 28       | 134                                  | 7          | .....                   | 87                     | 321         | 290      | 451        | 1198                               | 57                 | .....        | 3361                                 |        |
| Totals.....                                                                | 208483               | 36316    | 14121                   | 2597    | 5593       | 4367              | 1567     | 12001                                | 1446       | 756                     | 5620                   | 20348       | 16406    | 23762      | 57767                              | 2516               | .....        | 165847                               |        |
| Deduct volumes returned for exchange, &c.....                              |                      |          |                         |         |            |                   |          |                                      |            |                         |                        |             |          |            |                                    |                    |              |                                      | 616    |
| Volumes sent to Mechanics' Institutes, &c., not included in the above..... |                      |          |                         |         |            |                   |          |                                      |            |                         |                        |             |          |            |                                    |                    |              |                                      | 373714 |
| Grand Total, Library Books, &c., despatched up to 31st December, 1864..... |                      |          |                         |         |            |                   |          |                                      |            |                         |                        |             |          |            |                                    |                    |              |                                      | 8293   |
| Grand Total, Library Books, &c., despatched up to 31st December, 1864..... |                      |          |                         |         |            |                   |          |                                      |            |                         |                        |             |          |            |                                    |                    |              |                                      | 382007 |

TABLE O.—Maps, Apparatus and Prize Books supplied by the Department to Grammar and Common Schools, during 1864. This table is not printed by order of the Joint Committee on Printing. A summary of the information it contains will be found, however, in the Chief Superintendent's Report, on page 15.

TABLE P.—The Superannuated or Worn-out Common School Teachers, 1864

| No. | NAME.                   | Age in 1864. | Years of Teaching in Upper Canada. | Net amount of Pension paid from let to 31st Decr, 1864, deducting sub-<br>scriptions. | No. | NAME.                    | Age in 1864. | Years of Teaching in Upper Canada. | Net amount of Pension paid from 1st to 31st December, 1864, deducting sub-<br>scriptions. |
|-----|-------------------------|--------------|------------------------------------|---------------------------------------------------------------------------------------|-----|--------------------------|--------------|------------------------------------|-------------------------------------------------------------------------------------------|
|     |                         |              |                                    | \$ cts.                                                                               |     |                          |              |                                    | \$ cts.                                                                                   |
| 1   | John McAuley.....       | 82           | 22                                 |                                                                                       | 90  | J. Carruthers.....       | 79           | 24                                 | 25 40                                                                                     |
| 2   | Robert Mason.....       | 84           | 28                                 | 16 90                                                                                 | 91  | Not heard from.....      |              |                                    |                                                                                           |
| 3   | Magnus Swanson.....     | 81           | 18                                 | 18 05                                                                                 | 92  | Emily Cozens.....        | 59           | 27                                 | 29 07                                                                                     |
| 4   | Donald Currie.....      | 76           | 18                                 | 18 05                                                                                 | 93  | William Dermott.....     | 66           | 13                                 | 11 93                                                                                     |
| 5   | John O'Connor.....      | 91           | 35                                 | 21 63                                                                                 | 95  | Hugh Hagan.....          | 43           | 18½                                | 18 66                                                                                     |
| 11  | Thomas J. Graf.....     | 57           | 18                                 | 18 05                                                                                 | 96  | Walter Hick.....         | 76           | 25                                 | 26 62                                                                                     |
| 13  | James Burton.....       | 68           | 25                                 | 26 62                                                                                 | 97  | J. Higginbotham.....     | 73           | 22                                 | 22 95                                                                                     |
| 14  | Henry Gough.....        | 79           | 30                                 | 32 75                                                                                 | 100 | Not heard from.....      |              |                                    |                                                                                           |
| 15  | James Breckenridge..... | 60           | 32                                 | 17 60                                                                                 | 101 | William Leonard.....     | 79           | 13                                 | 11 93                                                                                     |
| 16  | John Gillon.....        | 82           | 25½                                | 27 24                                                                                 | 102 | R. McLeod.....           | 64           | 17                                 | 16 83                                                                                     |
| 17  | Robert C. Mills.....    | 78           | 23                                 | 24 17                                                                                 | 106 | R. Williams.....         | 60           | 14½                                | 13 77                                                                                     |
| 19  | Peter Stewart.....      | 81           | 22                                 | 22 95                                                                                 | 107 | Daniel Wing.....         | 61           | 26                                 | 27 85                                                                                     |
| 20  | David Thompson.....     | 75           | 28                                 | 42 55                                                                                 | 109 | William Kane.....        | 82           | 36                                 | 40 10                                                                                     |
| 21  | John Price.....         | 72           | 24                                 | 25 40                                                                                 | 110 | Wathew Devoreux.....     | 67           | 23                                 | 24 17                                                                                     |
| 22  | William Gordon.....     | 77           | 30                                 | 32 75                                                                                 | 111 | Michael O'Kane.....      | 72           | 20½                                | 21 12                                                                                     |
| 23  | Crawford Rainey.....    | 53           | 17                                 | 16 83                                                                                 | 112 | Not heard from.....      |              |                                    |                                                                                           |
| 24  | Benjamin Warren.....    | 80           | 27                                 | 29 07                                                                                 | 114 | Alexander Jenkins.....   | 70           | 18                                 | 18 05                                                                                     |
| 25  | Thomas McMaster.....    | 68           | 20                                 | 20 50                                                                                 | 115 | Isabella Kennedy.....    | 62           | 22                                 | 22 95                                                                                     |
| 26  | Resumed teaching.....   |              |                                    |                                                                                       | 116 | Henry Livesley.....      | 78           | 22                                 | 12 85                                                                                     |
| 27  | William McEdward.....   | 74           | 20½                                | 29 68                                                                                 | 117 | William Millar.....      | 79           | 17                                 | 8 25                                                                                      |
| 28  | Withdrawn.....          |              |                                    |                                                                                       | 118 | Robert Beattie.....      | 69           | 20½                                | 21 12                                                                                     |
| 29  | George Fieldhouse.....  | 78           | 30                                 | 32 75                                                                                 | 119 | John L. Biggar.....      | 72           | 25                                 | 26 63                                                                                     |
| 31  | John McKenzie.....      | 73           | 17½                                | 17 45                                                                                 | 120 | William Cory.....        | 74           | 17                                 | 16 83                                                                                     |
| 36  | Donald McDonald.....    | 78           | 13                                 | 11 93                                                                                 | 121 | Marianne Edrington.....  | 53           | 20                                 | 20 50                                                                                     |
| 38  | James Brennan.....      | 80           | 35                                 | 38 88                                                                                 | 122 | Peter Fitzpatrick.....   | 72           | 23                                 | 24 12                                                                                     |
| 40  | William M. Hynes.....   | 70           | 34                                 | 37 65                                                                                 | 123 | James Guthrie.....       | 73           | 14                                 | 13 15                                                                                     |
| 41  | Jesse Johnston.....     | 60           | 21                                 | 21 73                                                                                 | 125 | Woodus Johnson.....      | 71           | 19                                 | 19 28                                                                                     |
| 42  | W. R. Thornhill.....    | 66           | 22                                 | 22 95                                                                                 | 126 | James Kehoe.....         | 62           | 19                                 | 19 28                                                                                     |
| 43  | William Irvine.....     | 82           | 17½                                | 17 44                                                                                 | 127 | William Leahy.....       | 75           | 12                                 | 10 70                                                                                     |
| 45  | John Fletcher.....      | 58           | 18                                 | 18 05                                                                                 | 128 | James McQueen.....       | 57           | 22½                                | 23 57                                                                                     |
| 46  | John B. Emons.....      | 68           | 27                                 | 29 07                                                                                 | 129 | John Miskolly.....       | 66           | 12½                                | 11 32                                                                                     |
| 47  | John Nowlan.....        | 73           | 24                                 | 25 40                                                                                 | 132 | Nicholas Fagan.....      | 70           | 16                                 | 11 93                                                                                     |
| 48  | W. P. Huston.....       | 80           | 23                                 | 13 52                                                                                 | 135 | Andrew Power.....        | 46           | 13                                 | 16 83                                                                                     |
| 49  | George Reynolds.....    | 69           | 28½                                | 30 92                                                                                 | 136 | James Ramsay.....        | 59           | 17                                 | 16 83                                                                                     |
| 51  | William Martin.....     | 73           | 14                                 | 13 15                                                                                 | 137 | Catharine Snyder.....    | 55           | 18                                 | 18 05                                                                                     |
| 52  | Not heard from.....     |              |                                    |                                                                                       | 139 | John Tucker.....         | 71           | 21                                 | 21 73                                                                                     |
| 53  | Michael Koen.....       | 73           | 25½                                | 27 23                                                                                 | 140 | John Brown.....          | 66           | 26                                 | 27 55                                                                                     |
| 54  | Alexander Miller.....   | 78           | 23½                                | 30 92                                                                                 | 141 | John Monaghan.....       | 60           | 15                                 | 14 38                                                                                     |
| 55  | John Donald.....        | 65           | 20                                 | 21 11                                                                                 | 142 | Richard Youmans.....     | 60           | 20                                 | 20 50                                                                                     |
| 56  | Angus McDonell.....     | 69           | 33½                                | 37 05                                                                                 | 144 | William Ferguson.....    | 64           | 24                                 | 25 40                                                                                     |
| 57  | Resumed teaching.....   |              |                                    |                                                                                       | 145 | Thomas Flanagan.....     | 67           | 20                                 | 20 50                                                                                     |
| 59  | Gilbert McAuley.....    | 84           | 18                                 | 18 05                                                                                 | 146 | Patrick Jones.....       | 75           | 36                                 | 40 10                                                                                     |
| 60  | Gideon Gibson.....      | 79           | 19                                 | 19 28                                                                                 | 147 | Jessie Loomis.....       | 73           | 19                                 | 19 28                                                                                     |
| 61  | William Begg.....       | 70           | 17                                 | 16 83                                                                                 | 148 | Edward Ryan.....         | 73           | 25                                 | 26 62                                                                                     |
| 63  | Donald McDougall.....   | 64           | 14                                 | 13 15                                                                                 | 149 | Daniel Sheehan.....      | 80           | 20                                 | 20 50                                                                                     |
| 65  | Patrick McKee.....      | 91           | 17                                 | 9 48                                                                                  | 150 | Clement L. Clarke.....   | 67           | 19½                                | 11 89                                                                                     |
| 71  | Thomas White.....       | 74           | 23                                 | 25 10                                                                                 | 152 | Not heard from.....      |              |                                    |                                                                                           |
| 72  | Joshua Webster.....     | 70           | 22½                                | 22 95                                                                                 | 154 | Robert Lucas.....        | 72           | 13                                 | 11 93                                                                                     |
| 73  | Norman McLeod.....      | 72           | 16                                 | 15 60                                                                                 | 155 | Alexander Middleton..... | 65           | 20                                 | 20 50                                                                                     |
| 74  | Samuel P. Stiles.....   | 80           | 40                                 | 45 00                                                                                 | 156 | George Miller.....       | 81           | 12                                 | 10 70                                                                                     |
| 75  | M. Kineborough.....     | 84           | 31                                 | 52 91                                                                                 | 157 | Jeremiah O'Leary.....    | 64           | 22                                 | 21 73                                                                                     |
| 77  | Not heard from.....     |              |                                    |                                                                                       | 159 | A. McCormick.....        | 67           | 16                                 | 15 60                                                                                     |
| 78  | William Foster.....     | 64           | 22                                 | 22 95                                                                                 | 160 | John Dewar.....          | 83           | 16                                 | 15 60                                                                                     |
| 79  | William Glasford.....   | 54           | 18                                 | 18 66                                                                                 | 161 | Thomas Baldwin.....      | 66           | 13                                 | 11 93                                                                                     |
| 80  | John Hoyt.....          | 91           | 25½                                | 26 62                                                                                 | 162 | James Bodfish.....       | 61           | 20                                 | 20 50                                                                                     |
| 81  | William Powers.....     | 65           | 30                                 | 32 75                                                                                 | 163 | Anne Jackson.....        | 73           | 21                                 | 21 73                                                                                     |
| 82  | John Vert.....          | 54           | 21½                                | 22 35                                                                                 | 164 | William Mitchell.....    | 69           | 26                                 | 27 55                                                                                     |
| 83  | William Bonson.....     | 67           | 23                                 | 24 17                                                                                 | 165 | E. Redmond.....          | 64           | 27                                 | 30 30                                                                                     |
| 84  | William Kearns.....     | 72           | 25                                 | 26 62                                                                                 | 166 | William Hildyard.....    | 58           | 19                                 | 19 28                                                                                     |
| 86  | James Leys.....         | 72           | 17                                 | 16 83                                                                                 | 167 | Michael Murphy.....      | 76           | 7                                  | 4 57                                                                                      |
| 87  | John Healy.....         | 75           | 26                                 | 27 85                                                                                 | 168 | John McKenna.....        | 55           | 18½                                | 18 27                                                                                     |
| 88  | Hector McRae.....       | 68           | 20                                 | 20 50                                                                                 | 169 | Mary Richards.....       | 69           | 33                                 | 36 42                                                                                     |

Table P.—Continued.

| No. | NAME.                     | Age in 1864. | Years of Teaching in Upper Canada. | Net amount of Pension Paid from 1st to 31st Dec., 1864, deducting sub-scriptions. | No. | NAME.                   | Age in 1864. | Years of Teaching in Upper Canada. | Net amount of Pension paid from 1st to 31st Dec., 1864, deducting sub-scriptions. |
|-----|---------------------------|--------------|------------------------------------|-----------------------------------------------------------------------------------|-----|-------------------------|--------------|------------------------------------|-----------------------------------------------------------------------------------|
|     |                           |              |                                    | \$ cts.                                                                           |     |                         |              |                                    | \$ cts.                                                                           |
| 170 | W. B. P. Williams .....   | 60           | 9                                  | 7 02                                                                              | 195 | John McGarvey .....     | 75           | 20                                 | 20 50                                                                             |
| 171 | Julius Ansley .....       | 60           | 18                                 | 18 05                                                                             | 196 | Joseph D. Thomson ..... | 55           | 14                                 | 13 15                                                                             |
| 172 | Thomas Baker .....        | 69           | 19                                 | 19 28                                                                             | 198 | Henry Bartley .....     | 57           | 23                                 | 24 17                                                                             |
| 173 | Thomas Buchanan .....     | 59           | 20                                 | 20 50                                                                             | 199 | John Cameron .....      | 60           | 15                                 | 14 38                                                                             |
| 174 | Matthew M. Hutchins ..... | 57           | 22                                 | 22 95                                                                             | 200 | Melinda Clarke .....    | 54           | 15½                                | 15 00                                                                             |
| 175 | John Muir .....           | 61           | 21                                 | 22 68                                                                             | 201 | James Brown .....       | 59           | 27½                                | 29 68                                                                             |
| 177 | Not heard from .....      |              |                                    |                                                                                   | 202 | Daniel Callaghan .....  | 67           | 30                                 | 32 75                                                                             |
| 178 | Helen McLaren .....       | 53           | 21                                 | 21 73                                                                             | 203 | William Hull .....      | 59           | 28½                                | 30 91                                                                             |
| 179 | Ralph McCallum .....      | 55           | 23                                 | 24 17                                                                             | 204 | John McNamara .....     | 75           | 13                                 | 11 93                                                                             |
| 180 | Edward Potts .....        | 69           | 23                                 | 24 17                                                                             | 205 | Resumed teaching .....  |              |                                    |                                                                                   |
| 181 | Alexander McFarling ..... | 71           | 21                                 | 12 18                                                                             | 206 | James Robinson .....    | 49           | 18                                 | 18 05                                                                             |
| 182 | Daniel D. Barrett .....   | 60           | 19                                 | 19 28                                                                             | 207 | Jane Tyndall .....      | 60           | 21                                 | 21 73                                                                             |
| 183 | William Clarke .....      | 68           | 12                                 | 10 70                                                                             | 208 | William Bell .....      | 63           | 11                                 | 9 48                                                                              |
| 184 | John Dods .....           | 59           | 21                                 | 21 73                                                                             | 209 | William Brown .....     | 46           | 13                                 | 11 93                                                                             |
| 185 | John Gilson .....         | 81           | 34                                 | 37 65                                                                             | 210 | James Armstrong .....   | 51           | 25                                 | 26 62                                                                             |
| 186 | P. G. Mulhern .....       | 64           | 29                                 | 31 53                                                                             | 211 | C. F. Mozier .....      | 55           | 27                                 | 29 07                                                                             |
| 188 | Thomas Sanders .....      | 72           | 30                                 | 32 75                                                                             | 212 | Eliza Barber .....      | 46           | 18½                                | 18 67                                                                             |
| 189 | George Townley .....      | 74           | 19                                 | 19 28                                                                             | 213 | D Livingston .....      | 69           | 9                                  | 7 03                                                                              |
| 190 | George Weston .....       | 66           | 22½                                | 23 57                                                                             | 214 | J. MacFarlane .....     | 58           | 27                                 | 93 85                                                                             |
| 191 | John Williams .....       | 79           | 30                                 | 32 75                                                                             | 215 | James MacKay .....      | 53           | 25                                 | 93 75                                                                             |
| 192 | Edmund Brudburne .....    | 56           | 25                                 | 26 62                                                                             | 216 | J. C. Van Every .....   | 61           | 20                                 | 20 50                                                                             |
| 193 | Robert Hamilton .....     | 71           | 15                                 | 14 38                                                                             | 217 | Benjamin Woods .....    | 64           | 29                                 | 31 53                                                                             |
| 194 | John McDoanell .....      | 64           | 14                                 | 13 15                                                                             |     |                         |              |                                    |                                                                                   |

Net amount of Pensions paid in 1864.....\$3,611 07.

NOTE.—When the number is omitted the Pensioner is dead.

TABLE P.—GENERAL ABSTRACT.

| COUNTRIES FROM WHICH THE FOREGOING SUPERANNUATED TEACHERS APPLIED. |     | RELIGIOUS DENOMINATIONS.               | NATIVES OF         |
|--------------------------------------------------------------------|-----|----------------------------------------|--------------------|
| Glengarry .....                                                    | 14  | Church of England and Episcopalian 73  | Ireland .....      |
| Stormont.....                                                      | 9   | Church of Scotland and Presbyterian 59 | Scotland.....      |
| Dundas.....                                                        | 7   | Church of Rome..... 33                 | England .....      |
| Prescott.....                                                      | 5   | Methodist..... 26                      | Upper Canada.....  |
| Carleton.....                                                      | 10  | Baptist..... 6                         | United States..... |
| Grenville.....                                                     | 11  | Congregationalist..... 3               | Lower Canada.....  |
| Leeds.....                                                         | 12  | "Protestant"..... 2                    | Wales.....         |
| Lanark.....                                                        | 18  | Universalist..... 2                    | Nova Scotia.....   |
| Renfrew.....                                                       | 2   | Society of Friends..... 1              | New Brunswick..... |
| Frontenac.....                                                     | 7   | Christian Disciple..... 1              | Total.....         |
| Addington.....                                                     | 4   | Second Advent..... 10                  | 217                |
| Prince Edward.....                                                 | 6   | Not given.....                         |                    |
| Heathings.....                                                     | 6   | Total.....                             | 217                |
| Northumberland.....                                                | 7   |                                        |                    |
| Durham.....                                                        | 1   |                                        |                    |
| Peterborough.....                                                  | 9   |                                        |                    |
| Victoria.....                                                      | 5   |                                        |                    |
| Ontario.....                                                       | 5   |                                        |                    |
| York.....                                                          | 9   |                                        |                    |
| Total.....                                                         | 217 |                                        |                    |

Of the 217 teachers admitted to the Fund, 48 died during or before 1864, 7 were not heard from, 3 resumed teaching, and 1 withdrew from the Fund. Of the remaining 158, the average length of service as Common School Teachers in Upper Canada was 21½ years. The average age of each pensioner in 1864 was 68 years. Of the 217 teachers admitted to the Fund, there have been 206 males and 11 females.

TABLE Q.—THE NORMAL, MODEL, GRAMMAR AND COMMON SCHOOLS OF UPPER CANADA, 1864.

DISTRIBUTION OF THE LEGISLATIVE SCHOOL GRANT BY THE EDUCATIONAL DEPARTMENT, TOGETHER WITH THE SUMS RAISED AS AN EQUIVALENT THERETO, AND OTHER MONEYS RAISED BY TRUSTEES.

| COUNTIES.           | AMOUNT OF LEGISLATIVE AID.  |                              |                                                          |                                                         |                              |                             | AMOUNT RAISED FROM LOCAL SOURCES AS AN EQUIVALENT.       |                                  |                                            |                                                                 |                                 |                       | Total from local sources, 1864. |  | Grand Total—Local sources and Legislative Aid 1864. |  |
|---------------------|-----------------------------|------------------------------|----------------------------------------------------------|---------------------------------------------------------|------------------------------|-----------------------------|----------------------------------------------------------|----------------------------------|--------------------------------------------|-----------------------------------------------------------------|---------------------------------|-----------------------|---------------------------------|--|-----------------------------------------------------|--|
|                     | For Common School purposes. | For Grammar School purposes. | For Public School Libraries, Maps, Apparatus and Prizes. | For Normal and Model Schools, & Teachers Superannuated. | Total Legislative Aid, 1864. | For Common School purposes. | For Public School Libraries, Maps, Apparatus and Prizes. | Subscriptions to Teachers' Fund. | Total from local sources as an equivalent. | Other moneys raised by Trustees and others for School purposes. | Total from local sources, 1864. | Legislative Aid 1864. | Total.                          |  |                                                     |  |
| Glengarry.....      | \$ 2831 60                  | \$ 550 00                    | \$ 15 00                                                 | \$ 244 71                                               | \$ 3391 31                   | \$ 2373 00                  | \$ 19 00                                                 | \$ 2888 00                       | \$ 9128 99                                 | \$ 9363 60                                                      | \$ 11516 99                     | \$ 1908 30            | \$ 21788 70                     |  |                                                     |  |
| Stormont.....       | 1943 00                     | 307 00                       | 75 37                                                    | 2114 67                                                 | 2114 67                      | 1977 00                     | 55 05                                                    | 1977 00                          | 7386 60                                    | 9363 60                                                         | 11478 97                        | 1478 97               | 20928 08                        |  |                                                     |  |
| Dundas.....         | 2094 00                     | 307 00                       | 55 95                                                    | 2022 52                                                 | 2022 52                      | 2050 00                     | 25 78                                                    | 2050 00                          | 7803 61                                    | 10069 56                                                        | 12641 43                        | 8043 83               | 20685 26                        |  |                                                     |  |
| Prescott.....       | 2158 00                     | 1022 00                      | 23 78                                                    | 3197 60                                                 | 3197 60                      | 883 00                      | 16 00                                                    | 909 00                           | 4185 88                                    | 5094 88                                                         | 6003 88                         | 6003 88               | 12098 76                        |  |                                                     |  |
| Russell.....        | 3542 00                     | 250 00                       | 130 20                                                   | 4014 91                                                 | 4014 91                      | 3462 00                     | 4 00                                                     | 3506 20                          | 15639 90                                   | 19266 19                                                        | 22271 10                        | 22271 10              | 37538 29                        |  |                                                     |  |
| Charlotte.....      | 2853 88                     | 250 00                       | 116 00                                                   | 122 41                                                  | 4155 33                      | 3209 00                     | 116 00                                                   | 3325 00                          | 17887 64                                   | 21308 64                                                        | 25463 97                        | 25463 97              | 46851 94                        |  |                                                     |  |
| Grenville.....      | 3649 18                     | 483 00                       | 41 25                                                    | 2927 28                                                 | 4155 33                      | 3645 00                     | 63 00                                                    | 3708 00                          | 20872 15                                   | 24242 15                                                        | 28359 72                        | 28359 72              | 56718 64                        |  |                                                     |  |
| Leeds.....          | 3310 50                     | 483 00                       | 58 00                                                    | 157 19                                                  | 3205 08                      | 2961 00                     | 43 65                                                    | 3004 65                          | 12346 52                                   | 14747 47                                                        | 16947 94                        | 16947 94              | 33895 41                        |  |                                                     |  |
| Lanark.....         | 3049 80                     | .....                        | 43 65                                                    | 2170 18                                                 | 3205 08                      | 2961 00                     | 43 65                                                    | 3004 65                          | 12346 52                                   | 14747 47                                                        | 16947 94                        | 16947 94              | 33895 41                        |  |                                                     |  |
| Renfrew.....        | 1972 00                     | .....                        | 40 00                                                    | 32 75                                                   | 487 75                       | 2081 00                     | 41 25                                                    | 2122 25                          | 3032 00                                    | 3032 00                                                         | 11789 30                        | 11789 30              | 13768 60                        |  |                                                     |  |
| Frontenac.....      | 915 00                      | .....                        | 40 00                                                    | 32 75                                                   | 487 75                       | 2081 00                     | 41 25                                                    | 2122 25                          | 3032 00                                    | 3032 00                                                         | 11789 30                        | 11789 30              | 13768 60                        |  |                                                     |  |
| Addington.....      | 2166 00                     | 243 00                       | 93 65                                                    | 114 75                                                  | 2607 40                      | 2228 00                     | 93 65                                                    | 2321 65                          | 14879 85                                   | 16094 50                                                        | 18699 48                        | 18699 48              | 34793 98                        |  |                                                     |  |
| Lennox.....         | 4372 00                     | .....                        | 101 66                                                   | 4616 31                                                 | 4616 31                      | 4065 00                     | 101 66                                                   | 4166 66                          | 21879 05                                   | 26045 72                                                        | 30662 03                        | 30662 03              | 61716 75                        |  |                                                     |  |
| Prince Edward.....  | 4030 00                     | .....                        | 213 33                                                   | 79 87                                                   | 4323 20                      | 3415 00                     | 213 33                                                   | 3628 33                          | 20107 83                                   | 2736 10                                                         | 31449 86                        | 31449 86              | 62898 69                        |  |                                                     |  |
| Hastings.....       | 3742 00                     | .....                        | 164 07                                                   | 36 19                                                   | 3942 17                      | 3742 00                     | 164 07                                                   | 3906 07                          | 20698 15                                   | 23404 55                                                        | 26245 51                        | 26245 51              | 52490 06                        |  |                                                     |  |
| Northumberland..... | 2575 00                     | .....                        | 99 40                                                    | 118 06                                                  | 2840 96                      | 2607 00                     | 99 40                                                    | 2706 40                          | 17808 85                                   | 21300 80                                                        | 24705 51                        | 24705 51              | 49406 01                        |  |                                                     |  |
| Durham.....         | 2338 00                     | .....                        | 196 95                                                   | 73 70                                                   | 3160 79                      | 2828 00                     | 196 95                                                   | 3024 95                          | 33204 50                                   | 39935 87                                                        | 45074 10                        | 45074 10              | 90119 20                        |  |                                                     |  |
| Peterborough.....   | 4422 00                     | .....                        | 37 95                                                    | 5138 23                                                 | 5176 18                      | 4422 00                     | 37 95                                                    | 4460 95                          | 20725 29                                   | 24931 54                                                        | 27930 70                        | 27930 70              | 54863 64                        |  |                                                     |  |
| Victoria.....       | 6667 07                     | 1399 00                      | 443 50                                                   | 168 62                                                  | 8678 19                      | 6750 00                     | 443 50                                                   | 7193 50                          | 56316 84                                   | 63514 94                                                        | 72192 63                        | 72192 63              | 144385 27                       |  |                                                     |  |
| Ontario.....        | 2982 50                     | .....                        | 118 02                                                   | 100 38                                                  | 3200 90                      | 2933 00                     | 118 02                                                   | 3051 02                          | 21024 87                                   | 24075 99                                                        | 27276 98                        | 27276 98              | 54356 97                        |  |                                                     |  |
| York.....           | 4798 50                     | .....                        | 286 74                                                   | 5278 73                                                 | 5278 73                      | 4695 00                     | 286 74                                                   | 4981 74                          | 37459 85                                   | 42738 08                                                        | 47516 93                        | 47516 93              | 95034 91                        |  |                                                     |  |
| Peel.....           | 2452 00                     | .....                        | 241 73                                                   | 15 00                                                   | 2709 33                      | 2423 00                     | 241 73                                                   | 2664 73                          | 16865 21                                   | 19529 94                                                        | 21529 94                        | 21529 94              | 43059 88                        |  |                                                     |  |
| Simcoe.....         | 3482 25                     | .....                        | 191 73                                                   | 54 16                                                   | 4327 14                      | 3440 00                     | 191 73                                                   | 3631 73                          | 24051 00                                   | 28691 79                                                        | 32018 93                        | 32018 93              | 64630 83                        |  |                                                     |  |
| Haldimand.....      | 2338 00                     | .....                        | 184 50                                                   | 158 23                                                  | 3160 79                      | 2381 00                     | 184 50                                                   | 2565 56                          | 19252 44                                   | 21818 00                                                        | 24078 78                        | 24078 78              | 48096 56                        |  |                                                     |  |
| Wentworth.....      | 2135 00                     | .....                        | 110 98                                                   | 104 67                                                  | 2775 60                      | 2450 00                     | 110 98                                                   | 2560 98                          | 16274 86                                   | 20835 29                                                        | 23011 97                        | 23011 97              | 46047 26                        |  |                                                     |  |
| Brant.....          | 2379 33                     | .....                        | 210 00                                                   | 2748 78                                                 | 2748 78                      | 2610 00                     | 96 10                                                    | 2706 10                          | 19090 78                                   | 21802 88                                                        | 24651 66                        | 24651 66              | 49254 54                        |  |                                                     |  |
| Lincoln.....        | 2453 00                     | .....                        | 127 75                                                   | 59 98                                                   | 2640 73                      | 3116 00                     | 127 75                                                   | 3243 75                          | 15904 22                                   | 18147 97                                                        | 21788 70                        | 21788 70              | 43976 67                        |  |                                                     |  |

|                         |           |          |         |         |           |           |         |           |           |            |            |            |
|-------------------------|-----------|----------|---------|---------|-----------|-----------|---------|-----------|-----------|------------|------------|------------|
| Norfolk.....            | 3239 50   | 528 00   | 217 62  | 62 72   | 4047 84   | 3337 00   | 217 62  | 3554 62   | 23135 20  | 26692 82   | 30740 66   | 30740 66   |
| Oxford.....             | 4760 00   | .....    | 252 12  | 50 81   | 5062 93   | 4760 00   | 252 12  | 5012 12   | 33330 65  | 38312 80   | 43405 73   | 43405 73   |
| Waterloo.....           | 3632 00   | .....    | 338 99  | 52 32   | 3860 99   | 3900 00   | 338 99  | 4233 99   | 30176 03  | 34710 02   | 38571 01   | 38571 01   |
| Wellington.....         | 5000 50   | .....    | 371 57  | 84 88   | 5124 39   | 6050 00   | 371 57  | 6421 57   | 35283 07  | 44704 64   | 50129 03   | 50129 03   |
| Grey.....               | 4326 73   | .....    | 249 32  | 34 88   | 4811 93   | 6990 00   | 249 32  | 7243 32   | 29004 70  | 36248 02   | 40369 95   | 40369 95   |
| Pem.....                | 3740 00   | .....    | 138 55  | 29 68   | 3917 23   | 3710 00   | 138 55  | 3845 55   | 27439 10  | 31287 65   | 35204 88   | 35204 88   |
| Pem.....                | 4003 37   | .....    | 531 90  | 54 16   | 5489 43   | 6774 00   | 531 90  | 7305 90   | 41834 29  | 49140 02   | 54629 45   | 54629 45   |
| Huron.....              | 3270 00   | .....    | 270 25  | 64 28   | 3549 25   | 3373 00   | 270 25  | 3643 25   | 20725 29  | 24931 54   | 27930 70   | 27930 70   |
| Brace.....              | 6528 50   | .....    | 389 18  | 64 28   | 7394 96   | 6359 00   | 389 18  | 6748 18   | 49459 01  | 56207 10   | 63022 15   | 63022 15   |
| Middlesex.....          | 3638 00   | .....    | 233 27  | 57 82   | 3829 09   | 3538 00   | 233 27  | 3771 27   | 24431 44  | 28202 10   | 32031 80   | 32031 80   |
| Elgin.....              | 3233 98   | .....    | 223 07  | 11 93   | 3468 98   | 3101 00   | 223 07  | 3324 07   | 22624 12  | 25948 19   | 29417 17   | 29417 17   |
| Kent.....               | 2897 80   | .....    | 344 07  | 25 03   | 2967 04   | 4423 00   | 344 07  | 4767 07   | 25585 95  | 30363 06   | 33320 06   | 33320 06   |
| Lambton.....            | 2326 64   | .....    | 47 88   | 44 07   | 2419 10   | 2301 00   | 47 88   | 2348 88   | 15986 68  | 18305 56   | 20724 75   | 20724 75   |
| Essex.....              | 166 00    | .....    | 7175 17 | 3611 07 | 164464 83 | 143406 00 | 7175 17 | 150643 17 | 906591 74 | 1057234 91 | 1211099 74 | 1211099 74 |
| District of Algoma..... | 135184 59 | \$494 00 | 523 65  | .....   | 18301 65  | 58768 87  | 523 65  | 59302 52  | 44923 61  | 104226 13  | 122527 78  | 122527 78  |
| Total.....              | 5291 50   | 1362 00  | 219 25  | .....   | 6872 75   | 23830 00  | 219 25  | 24059 25  | 5440 87   | 29505 82   | 36378 57   | 36378 57   |
| Toronto.....            | 2299 50   | 822 00   | 15 15   | .....   | 3136 63   | 14946 63  | 15 13   | 14961 76  | 9691 51   | 24858 27   | 27789 90   | 27789 90   |
| Hamilton.....           | 1631 00   | 955 00   | 114 50  | .....   | 2700 50   | 6998 00   | 114 50  | 7112 50   | 7834 61   | 14947 61   | 17047 61   | 17047 61   |
| Kingston.....           | 1374 50   | 1185 00  | 24 07   | .....   | 2583 57   | 8000 00   | 24 07   | 8024 07   | 7092 19   | 15116 26   | 17669 83   | 17669 83   |
| Ottawa.....             | 1769 50   | 1088 00  | 150 70  | .....   | 3008 20   | 4994 24   | 150 70  | 5144 94   | 14858 83  | 20003 77   | 23011 97   | 23011 97   |
| Total.....              | 12366 00  | 5412 00  | 523 65  | .....   | 18301 65  | 58768 87  | 523 65  | 59302 52  | 44923 61  | 104226 13  | 122527 78  | 122527 78  |

CITIES.

TOWNS.



TABLE Q.—THE NORMAL, MODEL, GRAMMAR AND COMMON SCHOOLS OF UPPER CANADA, 1864—Continued.

DISTRIBUTION OF THE LEGISLATIVE SCHOOL GRANT BY THE EDUCATIONAL DEPARTMENT, TOGETHER WITH THE SUMS RAISED AS AN EQUIVALENT THERETO, AND OTHER MONEYS RAISED BY TRUSTEES.

| TOWNS.         | AMOUNT OF LEGISLATIVE AID.  |                              |                                                          |                                                               |                              | AMOUNT RAISED FROM LOCAL SOURCES AS AN EQUIVALENT. |                                                          |                                                  |                                            |                                                            | TOTAL.                          |                                                      |
|----------------|-----------------------------|------------------------------|----------------------------------------------------------|---------------------------------------------------------------|------------------------------|----------------------------------------------------|----------------------------------------------------------|--------------------------------------------------|--------------------------------------------|------------------------------------------------------------|---------------------------------|------------------------------------------------------|
|                | For Common School purposes. | For Grammar School purposes. | For Public School Libraries, Maps, Apparatus and Prizes. | To Normal and Model Schools and Superintendants and Teachers. | Total Legislative Aid, 1864. | For Common School purposes.                        | For Public School Libraries, Maps, Apparatus and Prizes. | Subscriptions to Superintendants Teachers' Fund. | Total from local sources as an equivalent. | Other moneys raised by Grammar and Common School purposes. | Total from local sources, 1864. | Grand Total—Legislative Aid and local sources, 1864. |
|                | \$ cts.                     | \$ cts.                      | \$ cts.                                                  | \$ cts.                                                       | \$ cts.                      | \$ cts.                                            | \$ cts.                                                  | \$ cts.                                          | \$ cts.                                    | \$ cts.                                                    | \$ cts.                         |                                                      |
| Milton         | 212 00                      | 540 00                       | 38 50                                                    | 790 50                                                        | 273 00                       | 38 50                                              | 311 50                                                   | 591 79                                           | 903 29                                     | 1693 79                                                    |                                 |                                                      |
| Napanee        | 215 50                      | 420 00                       | 10 00                                                    | 635 50                                                        | 5779 03                      | 10 00                                              | 5779 03                                                  | 3492 55                                          | 9272 18                                    | 9907 68                                                    |                                 |                                                      |
| Niagara        | 242 00                      | 450 00                       | 5 07                                                     | 702 00                                                        | 421 07                       | 5 07                                               | 431 67                                                   | 2134 46                                          | 2566 13                                    | 3268 13                                                    |                                 |                                                      |
| Oakville       | 173 50                      | 485 00                       | 5 07                                                     | 663 57                                                        | 761 50                       | 5 07                                               | 769 57                                                   | 749 85                                           | 1519 42                                    | 2182 00                                                    |                                 |                                                      |
| Owen Sound     | 265 00                      | 925 00                       | 271 00                                                   | 1190 00                                                       | 1520 00                      | 1520 00                                            | 1520 00                                                  | 206 10                                           | 1726 10                                    | 2916 10                                                    |                                 |                                                      |
| Paris          | 280 50                      | 271 00                       | 40 00                                                    | 551 50                                                        | 1571 73                      | 40 00                                              | 1571 73                                                  | 1371 73                                          | 553 43                                     | 2125 16                                                    |                                 |                                                      |
| Peterborough   | 290 50                      | 550 00                       | 108 00                                                   | 940 50                                                        | 994 91                       | 108 00                                             | 1034 91                                                  | 2169 08                                          | 3203 99                                    | 4084 40                                                    |                                 |                                                      |
| Pictou         | 483 00                      | 646 00                       | 70 42                                                    | 1237 00                                                       | 1528 00                      | 70 42                                              | 1598 42                                                  | 1936 00                                          | 3488 51                                    | 4725 51                                                    |                                 |                                                      |
| Port Hope      | 245 00                      | 525 00                       | 70 42                                                    | 840 42                                                        | 1050 00                      | 70 42                                              | 1120 42                                                  | 2020 42                                          | 2305 24                                    | 3145 26                                                    |                                 |                                                      |
| Prescott       | 439 00                      | 610 00                       | 70 42                                                    | 1119 42                                                       | 900 00                       | 70 42                                              | 970 42                                                   | 712 63                                           | 1491 89                                    | 2262 31                                                    |                                 |                                                      |
| St. Catharines | 301 50                      | 275 00                       | 35 17                                                    | 611 67                                                        | 118 00                       | 35 17                                              | 118 00                                                   | 118 00                                           | 1148 09                                    | 1760 09                                                    |                                 |                                                      |
| Sarnia         | 118 00                      | 550 00                       | 45 75                                                    | 723 75                                                        | 1440 00                      | 45 75                                              | 1485 75                                                  | 1475 17                                          | 2544 68                                    | 3654 85                                                    |                                 |                                                      |
| St. Mary's     | 736 50                      | 280 00                       | 30 00                                                    | 1062 50                                                       | 3350 00                      | 20 00                                              | 3370 00                                                  | 3395 75                                          | 4716 41                                    | 5778 68                                                    |                                 |                                                      |
| St. Thomas     | 333 00                      | 540 00                       | 20 00                                                    | 893 00                                                        | 1554 00                      | 20 00                                              | 1574 00                                                  | 1574 00                                          | 2788 24                                    | 3679 24                                                    |                                 |                                                      |
| Simcoe         | 195 00                      | 650 00                       | 33 00                                                    | 878 00                                                        | 900 00                       | 33 00                                              | 933 00                                                   | 933 00                                           | 1002 02                                    | 1935 02                                                    |                                 |                                                      |
| Stratford      | 435 00                      | 665 00                       | 8 00                                                     | 1108 00                                                       | 1388 83                      | 8 00                                               | 1396 83                                                  | 1388 83                                          | 1737 83                                    | 2837 83                                                    |                                 |                                                      |
| Whitby         | 372 98                      | 900 00                       | 30 02                                                    | 1282 98                                                       | 1680 00                      | 30 02                                              | 1710 00                                                  | 1680 00                                          | 1843 00                                    | 3553 00                                                    |                                 |                                                      |
| Windsor        | 320 50                      | 572 00                       | 200 00                                                   | 1092 50                                                       | 2776 00                      | 200 00                                             | 3100 00                                                  | 3100 00                                          | 4301 92                                    | 5524 44                                                    |                                 |                                                      |
| Woodstock      | 300 00                      | 450 00                       | 20 00                                                    | 770 00                                                        | 2900 00                      | 20 00                                              | 2920 00                                                  | 1888 72                                          | 3197 79                                    | 4147 79                                                    |                                 |                                                      |
| Woodstock      | 400 00                      | 1040 00                      | 20 00                                                    | 1460 00                                                       | 1808 72                      | 20 00                                              | 1828 72                                                  | 1888 72                                          | 308 30                                     | 2137 02                                                    |                                 |                                                      |
| Total          | 13933 16                    | 24057 00                     | 1267 22                                                  | 39197 38                                                      | 71971 83                     | 1267 22                                            | 73183 05                                                 | 54083 39                                         | 127266 44                                  | 106463 82                                                  |                                 |                                                      |

VILLAGES.

|                 |        |        |        |        |        |         |        |         |         |         |
|-----------------|--------|--------|--------|--------|--------|---------|--------|---------|---------|---------|
| Arnprior        | 100 00 | 579 52 | 100 00 | 100 00 | 579 52 | 1010 20 | 579 52 | 1010 20 | 1589 72 | 1689 72 |
| Ashburnham      | 119 00 | 219 00 | 5 00   | 124 00 | 219 00 | 5 00    | 224 00 | 224 00  | 323 63  | 671 63  |
| Aurora          | 144 00 | 340 00 | 340 00 | 144 00 | 340 00 | 340 00  | 340 00 | 340 00  | 619 08  | 793 08  |
| Bath            | 90 00  | 250 00 | 250 00 | 90 00  | 250 00 | 250 00  | 250 00 | 250 00  | 487 40  | 627 40  |
| Bradford        | 115 00 | 465 00 | 465 00 | 115 00 | 465 00 | 465 00  | 465 00 | 465 00  | 1012 21 | 1192 21 |
| Brampton        | 288 00 | 530 00 | 25 00  | 843 00 | 714 47 | 25 00   | 739 47 | 942 45  | 1682 92 | 2325 92 |
| Brighton        | 141 00 | 275 00 | 275 00 | 141 00 | 275 00 | 275 00  | 275 00 | 275 00  | 1463 07 | 1993 07 |
| Caladonia       | 138 00 | 460 00 | 460 00 | 138 00 | 460 00 | 460 00  | 460 00 | 460 00  | 595 85  | 733 85  |
| Cayuga          | 90 00  | 576 00 | 576 00 | 90 00  | 576 00 | 576 00  | 576 00 | 576 00  | 1530 85 | 2128 85 |
| Clappewa        | 131 00 | 90 00  | 90 00  | 131 00 | 90 00  | 90 00   | 90 00  | 90 00   | 1048 84 | 1174 84 |
| Clinton         | 120 00 | 345 00 | 345 00 | 120 00 | 345 00 | 345 00  | 345 00 | 345 00  | 1348 79 | 1468 79 |
| Colborne        | 96 00  | 345 00 | 345 00 | 96 00  | 345 00 | 345 00  | 345 00 | 345 00  | 1617 43 | 1760 43 |
| Dunville        | 125 00 | 779 00 | 779 00 | 125 00 | 779 00 | 779 00  | 779 00 | 779 00  | 1762 61 | 1900 61 |
| Elora           | 66 00  | 779 00 | 779 00 | 66 00  | 779 00 | 779 00  | 779 00 | 779 00  | 1666 25 | 1815 17 |
| Embro           | 86 00  | 12 00  | 12 00  | 86 00  | 12 00  | 12 00   | 12 00  | 12 00   | 562 56  | 658 56  |
| Fort Erie       | 181 00 | 225 00 | 225 00 | 181 00 | 225 00 | 225 00  | 225 00 | 225 00  | 1046 82 | 1189 82 |
| Gananoque       | 223 00 | 225 00 | 225 00 | 223 00 | 225 00 | 225 00  | 225 00 | 225 00  | 2102 09 | 2327 09 |
| Hawkesbury      | 72 00  | 10 00  | 10 00  | 72 00  | 10 00  | 10 00   | 72 00  | 72 00   | 1128 38 | 1200 38 |
| Hesperia        | 173 00 | 74 00  | 74 00  | 173 00 | 74 00  | 74 00   | 173 00 | 173 00  | 859 77  | 1032 77 |
| Holland Landing | 128 00 | 83 00  | 83 00  | 128 00 | 83 00  | 83 00   | 128 00 | 128 00  | 603 00  | 731 00  |
| Iroquois        | 74 00  | 205 00 | 205 00 | 74 00  | 205 00 | 205 00  | 74 00  | 74 00   | 620 16  | 704 16  |
| Kenapville      | 117 00 | 205 00 | 205 00 | 117 00 | 205 00 | 205 00  | 117 00 | 117 00  | 1134 61 | 1251 61 |
| Kinardino       | 72 00  | 18 00  | 18 00  | 72 00  | 18 00  | 18 00   | 72 00  | 72 00   | 541 81  | 613 81  |
| Merrickville    | 107 50 | 206 00 | 206 00 | 107 50 | 206 00 | 206 00  | 107 50 | 107 50  | 750 85  | 858 35  |
| Mitchell        | 145 00 | 205 00 | 205 00 | 145 00 | 205 00 | 205 00  | 145 00 | 145 00  | 1112 89 | 1257 89 |
| Morrisburg      | 102 00 | 555 00 | 555 00 | 102 00 | 555 00 | 555 00  | 102 00 | 102 00  | 490 87  | 652 87  |
| Newburgh        | 123 00 | 272 00 | 272 00 | 123 00 | 272 00 | 272 00  | 123 00 | 123 00  | 400 37  | 595 37  |
| Newcastle       | 104 00 | 26 00  | 26 00  | 104 00 | 26 00  | 26 00   | 104 00 | 104 00  | 541 81  | 645 81  |
| New Hamburg     | 167 50 | 492 60 | 492 60 | 167 50 | 492 60 | 492 60  | 167 50 | 167 50  | 760 00  | 927 50  |
| Newmarket       | 90 00  | 140 00 | 140 00 | 90 00  | 140 00 | 140 00  | 90 00  | 90 00   | 1046 72 | 1136 72 |
| Orangetown      | 331 00 | 237 00 | 237 00 | 331 00 | 237 00 | 237 00  | 331 00 | 331 00  | 566 11  | 697 11  |
| Oshawa          | 89 86  | 200 00 | 200 00 | 89 86  | 200 00 | 200 00  | 89 86  | 89 86   | 360 51  | 450 37  |
| Pembroke        | 108 50 | 18 00  | 18 00  | 108 50 | 18 00  | 18 00   | 108 50 | 108 50  | 1510 02 | 1618 52 |
| Portsmouth      | 159 00 | 5 00   | 5 00   | 159 00 | 5 00   | 5 00    | 159 00 | 159 00  | 928 31  | 1087 31 |
| Port Dalhousie  | 185 00 | 5 00   | 5 00   | 185 00 | 5 00   | 5 00    | 185 00 | 185 00  | 1822 49 | 2007 49 |
| Preston         | 154 00 | 237 00 | 237 00 | 154 00 | 237 00 | 237 00  | 154 00 | 154 00  | 2317 86 | 2471 86 |
| Renfrew         | 136 00 | 250 00 | 250 00 | 136 00 | 250 00 | 250 00  | 136 00 | 136 00  | 582 23  | 688 23  |
| Smith's Falls   | 90 00  | 353 00 | 353 00 | 90 00  | 353 00 | 353 00  | 90 00  | 90 00   | 582 98  | 672 98  |
| Southampton     | 90 00  | 395 00 | 395 00 | 90 00  | 395 00 | 395 00  | 90 00  | 90 00   | 789 38  | 879 38  |
| Stirling        | 87 00  | 294 00 | 294 00 | 87 00  | 294 00 | 294 00  | 87 00  | 87 00   | 1822 49 | 1909 49 |
| Strathroy       | 191 50 | 460 75 | 460 75 | 191 50 | 460 75 | 460 75  | 191 50 | 191 50  | 2317 86 | 2509 86 |
| Streechville    | 191 50 | 460 75 | 460 75 | 191 50 | 460 75 | 460 75  | 191 50 | 191 50  | 912 86  | 1104 86 |
| Thorold         | 191 50 | 460 75 | 460 75 | 191 50 | 460 75 | 460 75  | 191 50 | 191 50  | 582 23  | 673 73  |
| Trenton         | 175 00 | 33 00  | 33 00  | 175 00 | 33 00  | 33 00   | 175 00 | 175 00  | 507 79  | 680 79  |
| Trenton         | 175 00 | 33 00  | 33 00  | 175 00 | 33 00  | 33 00   | 175 00 | 175 00  | 582 98  | 675 98  |
| Trenton         | 175 00 | 33 00  | 33 00  | 175 00 | 33 00  | 33 00   | 175 00 | 175 00  | 789 38  | 964 38  |
| Trenton         | 175 00 | 33 00  | 33 00  | 175 00 | 33 00  | 33 00   | 175 00 | 175 00  | 1231 25 | 1406 25 |
| Trenton         | 175 00 | 33 00  | 33 00  | 175 00 | 33 00  | 33 00   | 175 00 | 175 00  | 438 75  | 613 75  |
| Trenton         | 175 00 | 33 00  | 33 00  | 175 00 | 33 00  | 33 00   | 175 00 | 175 00  | 1070 00 | 1245 00 |
| Trenton         | 175 00 | 33 00  | 33 00  | 175 00 | 33 00  | 33 00   | 175 00 | 175 00  | 247 67  | 322 67  |
| Trenton         | 175 00 | 33 00  | 33 00  | 175 00 | 33 00  | 33 00   | 175 00 | 175 00  | 1103 00 | 1278 00 |

TABLE Q.—THE NORMAL, MODEL, GRAMMAR AND COMMON SCHOOLS OF UPPER CANADA, 1864—(Continued).

DISTRIBUTION OF THE LEGISLATIVE SCHOOL GRANT BY THE EDUCATIONAL DEPARTMENT, TOGETHER WITH THE SUMS RAISED AS AN EQUIVALENT THERETO, AND OTHER MONIES RAISED BY TRUSTEES.

| VILLAGES.                 | AMOUNT OF LEGISLATIVE AID.  |                              |                                                          |                              | AMOUNT RAISED FROM LOCAL SOURCES AS AN EQUIVALENT. |                                                          |                                                |                                            |                                                                                    |                                 | TOTAL.                                               |  |
|---------------------------|-----------------------------|------------------------------|----------------------------------------------------------|------------------------------|----------------------------------------------------|----------------------------------------------------------|------------------------------------------------|--------------------------------------------|------------------------------------------------------------------------------------|---------------------------------|------------------------------------------------------|--|
|                           | For Common School purposes. | For Grammar School purposes. | For Public School Libraries, Maps, Apparatus and Prizes. | Total Legislative Aid, 1864. | For Common School purposes.                        | For Public School Libraries, Maps, Apparatus and Prizes. | Subscriptions to Superannuated Teachers' Fund. | Total from local sources as an equivalent. | Other moneys raised by Trustees and others for Grammar and Common School purposes. | Total from local sources, 1864. | Grand Total—Legislative Aid and local sources, 1864. |  |
| Vienna                    | 108 00                      | 435 00                       | 10 00                                                    | 553 00                       | 300 24                                             | 10 00                                                    | 310 24                                         | 852 02                                     | 1162 26                                                                            | 1715 26                         |                                                      |  |
| Waterloo                  | 182 00                      | .....                        | .....                                                    | 162 00                       | 436 22                                             | .....                                                    | 438 22                                         | 3513 00                                    | 3950 12                                                                            | 4102 12                         |                                                      |  |
| Wellington                | 184 78                      | .....                        | .....                                                    | 184 78                       | 242 75                                             | .....                                                    | 242 75                                         | 165 25                                     | 408 00                                                                             | 542 78                          |                                                      |  |
| Welland                   | 87 00                       | 626 25                       | 26 00                                                    | 713 25                       | 1150 00                                            | .....                                                    | 1100 00                                        | 249 82                                     | 1399 82                                                                            | 2113 07                         |                                                      |  |
| Yorkville                 | 188 00                      | .....                        | .....                                                    | 214 00                       | 570 76                                             | 26 00                                                    | 596 76                                         | 289 08                                     | 885 84                                                                             | 1099 84                         |                                                      |  |
| Total                     | 6742 14                     | 9578 00                      | 680 02                                                   | 10900 16                     | 30235 81                                           | 580 02                                                   | 30825 83                                       | 32598 72                                   | 63724 55                                                                           | 80624 71                        |                                                      |  |
| Grammar School Inspection | .....                       | 705 00                       | .....                                                    | .....                        | .....                                              | .....                                                    | 100 55                                         | 3993 81                                    | 4103 36                                                                            | 16790 84                        |                                                      |  |
| Grand Total, 1864         | 168226 89                   | 48246 00                     | 9595 61                                                  | 241551 50                    | 304382 61                                          | 9595 61                                                  | 314064 12                                      | 1042491 27                                 | 1356555 39                                                                         | 1598106 89                      |                                                      |  |
| “ 1863                    | 158073 54                   | 50645 71                     | 9833 73                                                  | 234963 98                    | 237768 94                                          | 9833 73                                                  | 297777 67                                      | 1018531 03                                 | 1316911 70                                                                         | 1551275 68                      |                                                      |  |
| Increase                  | 10152 35                    | 2390 71                      | 238 12                                                   | 6587 52                      | 16613 67                                           | 238 12                                                   | 16286 45                                       | 23097 24                                   | 40243 69                                                                           | 46831 21                        |                                                      |  |
| Decrease                  | .....                       | .....                        | .....                                                    | .....                        | .....                                              | .....                                                    | .....                                          | .....                                      | .....                                                                              | .....                           |                                                      |  |

TABLE R.—EDUCATIONAL SUMMARY FOR THE YEAR 1864.

| MUNICIPALITIES<br>OF<br>UPPER CANADA. | COMMON SCHOOLS.           |                                 |                                                         |         | GRAMMAR SCHOOLS.           |                                  |                                                          |                                           | OTHER INSTITUTIONS.     |                                                                |                                           |                                        | GRAND TOTAL.                                                |          |                      |         |                                                              |
|---------------------------------------|---------------------------|---------------------------------|---------------------------------------------------------|---------|----------------------------|----------------------------------|----------------------------------------------------------|-------------------------------------------|-------------------------|----------------------------------------------------------------|-------------------------------------------|----------------------------------------|-------------------------------------------------------------|----------|----------------------|---------|--------------------------------------------------------------|
|                                       | Number of Common Schools. | Number of Common School Pupils. | Amount expended for Common School purposes during 1864. | \$ cts. | Number of Grammar Schools. | Number of Grammar School Pupils. | Amount expended for Grammar School purposes during 1864. | Number of other Educational Institutions. | Number of their Pupils. | Amount expended by other Educational Institutions during 1864. | Total Number of Educational Institutions. | Total number of pupils attending them. | Total amount expended for Educational purposes during 1864. | \$ cts.  | Balances Unexpended. | \$ cts. | Total amount available for Educational purposes during 1864. |
|                                       |                           |                                 |                                                         |         |                            |                                  |                                                          |                                           |                         |                                                                |                                           |                                        |                                                             |          |                      |         |                                                              |
| Glengarry.....                        | 72                        | 4765                            | 19761 59                                                | 1       | 37                         | 796 00                           | .....                                                    | .....                                     | .....                   | .....                                                          | 73                                        | 4802                                   | 11802 40                                                    | 3105 90  | 14008 30             |         |                                                              |
| Stormont.....                         | 76                        | 5033                            | 12481 20                                                | 1       | 56                         | 1403 00                          | .....                                                    | .....                                     | .....                   | 80                                                             | 5199                                      | 15555 87                               | 331 31                                                      | 15807 18 |                      |         |                                                              |
| Dundas.....                           | 73                        | 5408                            | 11234 80                                                | 1       | 72                         | 1176 00                          | .....                                                    | .....                                     | .....                   | 78                                                             | 5693                                      | 13956 37                               | 2276 32                                                     | 16262 69 |                      |         |                                                              |
| Prescott.....                         | 63                        | 3086                            | 9125 56                                                 | 2       | 72                         | 1296 00                          | .....                                                    | .....                                     | .....                   | 65                                                             | 3158                                      | 10517 38                               | 1806 82                                                     | 12324 20 |                      |         |                                                              |
| Russell.....                          | 25                        | 1446                            | 3459 56                                                 | .....   | .....                      | .....                            | .....                                                    | .....                                     | .....                   | 25                                                             | 1446                                      | 3459 56                                | 2514 32                                                     | 6003 88  |                      |         |                                                              |
| Carleton.....                         | 113                       | 7307                            | 20330 37                                                | 1       | 15                         | 410 00                           | .....                                                    | .....                                     | .....                   | 114                                                            | 7322                                      | 20837 08                               | 2434 02                                                     | 23971 10 |                      |         |                                                              |
| Leeds.....                            | 89                        | 6366                            | 15655 71                                                | 3       | 103                        | 1304 60                          | .....                                                    | .....                                     | .....                   | 96                                                             | 6549                                      | 17491 72                               | 3832 50                                                     | 21314 28 |                      |         |                                                              |
| Grenville.....                        | 155                       | 9952                            | 25925 54                                                | 3       | 145                        | 2327 12                          | .....                                                    | .....                                     | .....                   | 160                                                            | 10113                                     | 28632 81                               | 4473 15                                                     | 33105 96 |                      |         |                                                              |
| Lanark.....                           | 121                       | 7828                            | 24285 45                                                | 5       | 306                        | 3089 27                          | .....                                                    | .....                                     | .....                   | 126                                                            | 8134                                      | 27653 70                               | 6733 02                                                     | 34387 41 |                      |         |                                                              |
| Renfrew.....                          | 96                        | 5114                            | 16971 39                                                | 2       | 73                         | 1061 00                          | .....                                                    | .....                                     | .....                   | 102                                                            | 5247                                      | 18169 31                               | 3247 44                                                     | 21416 75 |                      |         |                                                              |
| Frontenac.....                        | 103                       | 6032                            | 18483 81                                                | .....   | .....                      | .....                            | .....                                                    | .....                                     | .....                   | 104                                                            | 6046                                      | 18661 00                               | 2142 75                                                     | 20803 75 |                      |         |                                                              |
| Addington.....                        | 72                        | 4368                            | 12454 80                                                | 2       | 150                        | 1269 00                          | .....                                                    | .....                                     | .....                   | 75                                                             | 4558                                      | 14028 93                               | 2207 90                                                     | 16236 83 |                      |         |                                                              |
| Lennox.....                           | 44                        | 2858                            | 11280 31                                                | .....   | .....                      | .....                            | .....                                                    | .....                                     | .....                   | 47                                                             | 3002                                      | 14099 53                               | 2786 63                                                     | 16886 16 |                      |         |                                                              |
| Prince Edward.....                    | 82                        | 5550                            | 19090 10                                                | 2       | 128                        | 1254 50                          | .....                                                    | .....                                     | .....                   | 92                                                             | 5776                                      | 21011 35                               | 1244 50                                                     | 22255 94 |                      |         |                                                              |
| Hastings.....                         | 141                       | 11700                           | 34531 88                                                | 2       | 191                        | 2421 98                          | .....                                                    | .....                                     | .....                   | 146                                                            | 12250                                     | 50046 51                               | 3665 80                                                     | 53712 31 |                      |         |                                                              |
| Northumberland.....                   | 120                       | 10434                           | 38406 90                                                | 3       | 149                        | 2466 37                          | .....                                                    | .....                                     | .....                   | 137                                                            | 1012                                      | 56135 23                               | 2975 05                                                     | 59110 28 |                      |         |                                                              |
| Durham.....                           | 99                        | 9617                            | 34177 74                                                | 3       | 398                        | 4127 19                          | .....                                                    | .....                                     | .....                   | 112                                                            | 10170                                     | 38929 03                               | 4112 97                                                     | 49432 00 |                      |         |                                                              |
| Peterborough.....                     | 70                        | 6169                            | 22220 62                                                | 2       | 68                         | 1780 79                          | .....                                                    | .....                                     | .....                   | 74                                                             | 6267                                      | 24619 47                               | 7523 18                                                     | 32142 65 |                      |         |                                                              |
| Victoria.....                         | 87                        | 6433                            | 22601 45                                                | 3       | 173                        | 2000 75                          | .....                                                    | .....                                     | .....                   | 93                                                             | 6691                                      | 25189 96                               | 3914 37                                                     | 29104 33 |                      |         |                                                              |
| Ontario.....                          | 112                       | 12400                           | 45218 32                                                | 3       | 242                        | 2918 62                          | .....                                                    | .....                                     | .....                   | 116                                                            | 12665                                     | 48261 89                               | 6495 82                                                     | 54757 71 |                      |         |                                                              |
| York.....                             | 144                       | 15393                           | 45116 00                                                | 4       | 178                        | 3329 56                          | .....                                                    | .....                                     | .....                   | 184                                                            | 15697                                     | 70324 18                               | 9301 19                                                     | 79885 37 |                      |         |                                                              |
| Peel.....                             | 78                        | 7320                            | 27936 07                                                | 2       | 113                        | 1649 19                          | .....                                                    | .....                                     | .....                   | 84                                                             | 7483                                      | 30173 64                               | 1233 25                                                     | 31416 89 |                      |         |                                                              |
| Simcoo.....                           | 148                       | 12591                           | 41800 74                                                | 3       | 96                         | 2443 97                          | .....                                                    | .....                                     | .....                   | 159                                                            | 12781                                     | 45128 20                               | 5960 94                                                     | 51089 14 |                      |         |                                                              |
| Halton.....                           | 69                        | 3770                            | 22522 02                                                | 2       | 94                         | 1499 43                          | .....                                                    | .....                                     | .....                   | 69                                                             | 6040                                      | 25108 05                               | 1315 19                                                     | 26423 24 |                      |         |                                                              |
| Wentworth.....                        | 76                        | 7552                            | 28202 64                                                | 3       | 138                        | 1933 51                          | .....                                                    | .....                                     | .....                   | 83                                                             | 7770                                      | 30489 31                               | 6377 11                                                     | 36866 42 |                      |         |                                                              |
| Brant.....                            | 67                        | 7475                            | 30780 10                                                | 4       | 210                        | 2745 87                          | .....                                                    | .....                                     | .....                   | 99                                                             | 7888                                      | 35726 20                               | 2056 91                                                     | 37783 11 |                      |         |                                                              |

TABLE R.—EDUCATIONAL SUMMARY FOR THE YEAR 1864.—Continued.

| MUNICIPALITIES OF UPPER CANADA.                                      | COMMON SCHOOLS.           |                                 |                                                         | GRAMMAR SCHOOLS.           |                                  |                                                          | OTHER INSTITUTIONS.                                   |                         |                                                                | GRAND TOTAL.                              |                                        |                                                             | Balances Unexpended. | Total amount available for Educational purposes during 1864. |
|----------------------------------------------------------------------|---------------------------|---------------------------------|---------------------------------------------------------|----------------------------|----------------------------------|----------------------------------------------------------|-------------------------------------------------------|-------------------------|----------------------------------------------------------------|-------------------------------------------|----------------------------------------|-------------------------------------------------------------|----------------------|--------------------------------------------------------------|
|                                                                      | Number of Common Schools. | Number of Common School Pupils. | Amount expended for Common School purposes during 1864. | Number of Grammar Schools. | Number of Grammar School Pupils. | Amount expended for Grammar School purposes during 1864. | Number of other Educational Institutions during 1864. | Number of their Pupils. | Amount received by other Educational Institutions during 1864. | Total Number of Educational Institutions. | Total Number of Pupils attending them. | Total amount expended for Educational purposes during 1864. |                      |                                                              |
|                                                                      | \$                        | cts.                            | \$                                                      | cts.                       | \$                               | cts.                                                     | \$                                                    | cts.                    | \$                                                             | cts.                                      | \$                                     | cts.                                                        | \$                   | cts.                                                         |
| Lincoln                                                              | 76                        | 6855                            | 28376 94                                                | 4                          | 102                              | 3688 62                                                  | 182                                                   | 852 00                  | 104 07                                                         | 89                                        | 7199                                   | 33322 23                                                    | 2278 94              | 35501 17                                                     |
| Welland                                                              | 80                        | 7010                            | 26706 91                                                | 4                          | 191                              | 2382 79                                                  | 166                                                   | 710 00                  | 63 35                                                          | 102                                       | 7307                                   | 28663 03                                                    | 5794 03              | 35657 09                                                     |
| Haldimand                                                            | 80                        | 6822                            | 24411 78                                                | 2                          | 141                              | 1528 07                                                  | 25                                                    | 200 00                  | 59 98                                                          | 83                                        | 6888                                   | 26190 83                                                    | 1450 81              | 27650 64                                                     |
| Norfolk                                                              | 105                       | 7919                            | 27655 15                                                | 3                          | 136                              | 2045 25                                                  | 94                                                    | 806 00                  | 62 72                                                          | 117                                       | 8149                                   | 30650 12                                                    | 3815 37              | 34474 49                                                     |
| Oxford                                                               | 113                       | 12797                           | 47805 68                                                | 2                          | 126                              | 1782 48                                                  | 779                                                   | 12355 00                | 50 81                                                          | 128                                       | 13702                                  | 62023 05                                                    | 1775 51              | 63799 40                                                     |
| Waterloo                                                             | 96                        | 11412                           | 48802 59                                                | 2                          | 138                              | 3149 83                                                  | 57                                                    | 520 00                  | 9 00                                                           | 103                                       | 11607                                  | 52481 42                                                    | 7820 08              | 60307 47                                                     |
| Wellington                                                           | 144                       | 14744                           | 49714 45                                                | 2                          | 144                              | 2256 30                                                  | 295                                                   | 2934 00                 | 52 32                                                          | 162                                       | 15163                                  | 34957 07                                                    | 7865 01              | 62922 08                                                     |
| Grey                                                                 | 167                       | 12384                           | 39480 94                                                | 1                          | 89                               | 1128 77                                                  | 40                                                    | 290 66                  | 38 86                                                          | 170                                       | 12513                                  | 39848 59                                                    | 4126 46              | 43975 05                                                     |
| Forth                                                                | 144                       | 13999                           | 33609 51                                                | 2                          | 128                              | 1933 40                                                  | 130                                                   | 1560 00                 | 20 08                                                          | 106                                       | 11995                                  | 42132 59                                                    | 4201 33              | 46333 92                                                     |
| Huron                                                                | 114                       | 9132                            | 24515 90                                                | 1                          | 52                               | 921 22                                                   | 109                                                   | 363 00                  | 54 16                                                          | 154                                       | 14167                                  | 54060 14                                                    | 9924 67              | 63984 81                                                     |
| Bruce                                                                | 101                       | 8803                            | 30532 23                                                | 2                          | 92                               | 1100 00                                                  | 20                                                    | 295 00                  | 4 00                                                           | 117                                       | 9204                                   | 25730 12                                                    | 4800 34              | 30536 46                                                     |
| Middlesex                                                            | 187                       | 16644                           | 55803 83                                                | 2                          | 129                              | 2180 49                                                  | 38                                                    | 605 00                  | 69 84                                                          | 201                                       | 16938                                  | 38000 54                                                    | 5820 29              | 43820 83                                                     |
| Elgin                                                                | 101                       | 8803                            | 30532 23                                                | 1                          | 76                               | 1088 30                                                  | 38                                                    | 224 00                  | 57 52                                                          | 106                                       | 9703                                   | 33000 54                                                    | 3783 54              | 36784 08                                                     |
| Kent                                                                 | 101                       | 7913                            | 29491 93                                                | 1                          | 33                               | 700 00                                                   | 30                                                    | 50 00                   | 11 03                                                          | 102                                       | 7959                                   | 30500 24                                                    | 5820 29              | 36316 53                                                     |
| Lambton                                                              | 99                        | 7346                            | 29756 45                                                | 1                          | 61                               | 1996 25                                                  | 130                                                   | 15435 00                | 25 08                                                          | 101                                       | 7409                                   | 30621 53                                                    | 6403 38              | 37024 91                                                     |
| Essex                                                                | 76                        | 5998                            | 23609 77                                                | 2                          | 98                               | 1178 14                                                  | 119                                                   | 670 00                  | 44 67                                                          | 84                                        | 6215                                   | 31602 58                                                    | 4904 72              | 36507 30                                                     |
| District of Algoma                                                   | 1                         | 85                              | 213 00                                                  |                            |                                  |                                                          |                                                       |                         |                                                                | 1                                         | 55                                     | 213 00                                                      | 179 64               | 392 64                                                       |
| <b>CITIES.</b>                                                       |                           |                                 |                                                         |                            |                                  |                                                          |                                                       |                         |                                                                |                                           |                                        |                                                             |                      |                                                              |
| Toronto                                                              | 16                        | 8003                            | 26365 80                                                | 1                          | 180                              | 3065 00                                                  | 1254                                                  | 87825 00                | 10 00                                                          | 37                                        | 9437                                   | 117265 80                                                   | 6937 77              | 124203 57                                                    |
| Hamilton                                                             | 8                         | 4499                            | 21235 50                                                | 1                          | 114                              | 1563 00                                                  | 336                                                   | 16635 00                |                                                                | 18                                        | 4049                                   | 39423 50                                                    | 5001 40              | 44424 90                                                     |
| Kingston                                                             | 11                        | 3131                            | 13665 92                                                | 1                          | 112                              | 3554 00                                                  | 760                                                   | 36970 00                |                                                                | 29                                        | 4003                                   | 64300 82                                                    | 226 69               | 64617 51                                                     |
| London                                                               | 7                         | 3506                            | 10155 79                                                | 1                          | 61                               | 1996 25                                                  | 130                                                   | 15435 00                |                                                                | 10                                        | 3687                                   | 27857 04                                                    | 5647 69              | 33134 73                                                     |
| Ottawa                                                               | 10                        | 3041                            | 13145 82                                                | 2                          | 98                               | 1178 14                                                  | 350                                                   | 15635 00                |                                                                | 13                                        | 3489                                   | 30677 44                                                    | 7969 53              | 38646 97                                                     |
| <b>Towns and Villages are included in their respective Counties.</b> |                           |                                 |                                                         |                            |                                  |                                                          |                                                       |                         |                                                                |                                           |                                        |                                                             |                      |                                                              |
| Normal and Model Schools                                             | 4                         | 800                             | 15923 79                                                | 4                          | 800                              | 15923 79                                                 | 4                                                     | 800                     | 15923 79                                                       | 4                                         | 800                                    | 15923 79                                                    | 10780 84             | 10780 84                                                     |
| Victoria County Jail                                                 |                           |                                 | 10 00                                                   |                            |                                  | 10 00                                                    |                                                       |                         | 10 00                                                          |                                           |                                        |                                                             |                      |                                                              |
| Legislative Grant for maps &c.                                       |                           |                                 | 66                                                      |                            |                                  | 66                                                       |                                                       |                         | 66                                                             |                                           |                                        |                                                             |                      |                                                              |
| Salaries and contingencies of Normal School                          |                           |                                 | 19772 91                                                |                            |                                  | 19772 91                                                 |                                                       |                         | 19772 91                                                       |                                           |                                        |                                                             |                      |                                                              |
| Normal and Model Schools                                             | 275                       | 8438                            | 242771 00                                               | 275                        | 8438                             | 242771 00                                                | 275                                                   | 8438                    | 242771 00                                                      | 275                                       | 8438                                   | 242771 00                                                   | 203898 57            | 164067 80                                                    |
| Normal and Model Schools                                             | 360                       | 9473                            | 252248 00                                               | 360                        | 9473                             | 252248 00                                                | 360                                                   | 9473                    | 252248 00                                                      | 360                                       | 9473                                   | 252248 00                                                   | 181687 71            | 1803493 68                                                   |
| Normal and Model Schools                                             | 85                        | 735                             | 5075 57                                                 | 85                         | 735                              | 5075 57                                                  | 85                                                    | 735                     | 5075 57                                                        | 85                                        | 735                                    | 5075 57                                                     | 22210 86             | 37384 21                                                     |

Towns and Villages are included in their respective Counties.

| MUNICIPALITIES OF LOWER CANADA.                                      | COMMON SCHOOLS.           |                                 |                                                         | GRAMMAR SCHOOLS.           |                                  |                                                          | OTHER INSTITUTIONS.                                   |                         |                                                                | GRAND TOTAL.                              |                                        |                                                             | Balances Unexpended. | Total amount available for Educational purposes during 1864. |
|----------------------------------------------------------------------|---------------------------|---------------------------------|---------------------------------------------------------|----------------------------|----------------------------------|----------------------------------------------------------|-------------------------------------------------------|-------------------------|----------------------------------------------------------------|-------------------------------------------|----------------------------------------|-------------------------------------------------------------|----------------------|--------------------------------------------------------------|
|                                                                      | Number of Common Schools. | Number of Common School Pupils. | Amount expended for Common School purposes during 1864. | Number of Grammar Schools. | Number of Grammar School Pupils. | Amount expended for Grammar School purposes during 1864. | Number of other Educational Institutions during 1864. | Number of their Pupils. | Amount received by other Educational Institutions during 1864. | Total Number of Educational Institutions. | Total Number of Pupils attending them. | Total amount expended for Educational purposes during 1864. |                      |                                                              |
|                                                                      | \$                        | cts.                            | \$                                                      | cts.                       | \$                               | cts.                                                     | \$                                                    | cts.                    | \$                                                             | cts.                                      | \$                                     | cts.                                                        | \$                   | cts.                                                         |
| Montreal                                                             | 10                        | 3041                            | 13145 82                                                | 2                          | 98                               | 1178 14                                                  | 350                                                   | 15635 00                |                                                                | 13                                        | 3489                                   | 30677 44                                                    | 7969 53              | 38646 97                                                     |
| Quebec                                                               | 7                         | 3506                            | 10155 79                                                | 1                          | 61                               | 1996 25                                                  | 130                                                   | 15435 00                |                                                                | 10                                        | 3687                                   | 27857 04                                                    | 5647 69              | 33134 73                                                     |
| Shannonville                                                         | 1                         | 85                              | 213 00                                                  |                            |                                  |                                                          |                                                       |                         |                                                                | 1                                         | 55                                     | 213 00                                                      | 179 64               | 392 64                                                       |
| <b>CITIES.</b>                                                       |                           |                                 |                                                         |                            |                                  |                                                          |                                                       |                         |                                                                |                                           |                                        |                                                             |                      |                                                              |
| Toronto                                                              | 16                        | 8003                            | 26365 80                                                | 1                          | 180                              | 3065 00                                                  | 1254                                                  | 87825 00                | 10 00                                                          | 37                                        | 9437                                   | 117265 80                                                   | 6937 77              | 124203 57                                                    |
| Hamilton                                                             | 8                         | 4499                            | 21235 50                                                | 1                          | 114                              | 1563 00                                                  | 336                                                   | 16635 00                |                                                                | 18                                        | 4049                                   | 39423 50                                                    | 5001 40              | 44424 90                                                     |
| Kingston                                                             | 11                        | 3131                            | 13665 92                                                | 1                          | 112                              | 3554 00                                                  | 760                                                   | 36970 00                |                                                                | 29                                        | 4003                                   | 64300 82                                                    | 226 69               | 64617 51                                                     |
| London                                                               | 7                         | 3506                            | 10155 79                                                | 1                          | 61                               | 1996 25                                                  | 130                                                   | 15435 00                |                                                                | 10                                        | 3687                                   | 27857 04                                                    | 5647 69              | 33134 73                                                     |
| Ottawa                                                               | 10                        | 3041                            | 13145 82                                                | 2                          | 98                               | 1178 14                                                  | 350                                                   | 15635 00                |                                                                | 13                                        | 3489                                   | 30677 44                                                    | 7969 53              | 38646 97                                                     |
| <b>Towns and Villages are included in their respective Counties.</b> |                           |                                 |                                                         |                            |                                  |                                                          |                                                       |                         |                                                                |                                           |                                        |                                                             |                      |                                                              |
| Normal and Model Schools                                             | 4                         | 800                             | 15923 79                                                | 4                          | 800                              | 15923 79                                                 | 4                                                     | 800                     | 15923 79                                                       | 4                                         | 800                                    | 15923 79                                                    | 10780 84             | 10780 84                                                     |
| Victoria County Jail                                                 |                           |                                 | 10 00                                                   |                            |                                  | 10 00                                                    |                                                       |                         | 10 00                                                          |                                           |                                        |                                                             |                      |                                                              |
| Legislative Grant for maps &c.                                       |                           |                                 | 66                                                      |                            |                                  | 66                                                       |                                                       |                         | 66                                                             |                                           |                                        |                                                             |                      |                                                              |
| Salaries and contingencies of Normal School                          |                           |                                 | 19772 91                                                |                            |                                  | 19772 91                                                 |                                                       |                         | 19772 91                                                       |                                           |                                        |                                                             |                      |                                                              |
| Normal and Model Schools                                             | 275                       | 8438                            | 242771 00                                               | 275                        | 8438                             | 242771 00                                                | 275                                                   | 8438                    | 242771 00                                                      | 275                                       | 8438                                   | 242771 00                                                   | 203898 57            | 164067 80                                                    |
| Normal and Model Schools                                             | 360                       | 9473                            | 252248 00                                               | 360                        | 9473                             | 252248 00                                                | 360                                                   | 9473                    | 252248 00                                                      | 360                                       | 9473                                   | 252248 00                                                   | 181687 71            | 1803493 68                                                   |
| Normal and Model Schools                                             | 85                        | 735                             | 5075 57                                                 | 85                         | 735                              | 5075 57                                                  | 85                                                    | 735                     | 5075 57                                                        | 85                                        | 735                                    | 5075 57                                                     | 22210 86             | 37384 21                                                     |

Towns and Villages are included in their respective Counties.

TABLE S.—A General Statistical Abstract, exhibiting the comparative State and Progress of Education in Upper Canada, as connected with Universities, Colleges, Academies, Private, Grammar, Common, Normal and Model Schools, from the year 1842 to 1864 inclusive. Compiled from Returns in the Educational Department.

|                    | 1842.                                                                                                                                                  | 1843.      | 1844.      | 1845.      | 1846.      | 1847.      | 1848.      | 1849.      | 1850.      |
|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|
| SUBJECTS COMPARED. |                                                                                                                                                        |            |            |            |            |            |            |            |            |
| 1                  | Population of Upper Canada.....                                                                                                                        | 486055     |            | 622570     |            |            | 725879     |            | 803493     |
| 2                  | Population between the ages of five and sixteen years.....                                                                                             | 141143     |            | 202913     | 204580     | 230975     | 241102     | 253364     | 269268     |
| 3                  | Colleges in operation.....                                                                                                                             | 5          |            | 5          | 5          | 6          | 6          | 7          | 7          |
| 4                  | County Grammar Schools.....                                                                                                                            | 25         |            | 31         | 32         | 32         | 39         | 39         | 57         |
| 5                  | Academies and Private Schools reported.....                                                                                                            | 44         |            | 60         | 80         | 96         | 117        | 157        | 224        |
| 6                  | Normal and Model Schools for Upper Canada.....                                                                                                         |            |            |            |            | 2          | 2          | 2          | 2          |
| 7                  | Total Common Schools in operation as reported.....                                                                                                     | 1721       |            | 2610       | 2589       | 2727       | 2800       | 2871       | 3059       |
| 8                  | Total Roman Catholic Separate Schools.....                                                                                                             | No Reports | No Reports | No Reports | No Reports | No Reports | No Reports | No Reports | 252        |
| 9                  | Free Schools reported in operation, (included in No 7 above).....                                                                                      | No Reports | No Reports | No Reports | No Reports | No Reports | No Reports | No Reports | No Reports |
| 10                 | Grand Total Educational Establishments in operation in Upper Canada.....                                                                               | 1795       | 2700       | 2837       | 2706       | 2863       | 2858       | 3076       | 3349       |
| 11                 | Total Students attending Colleges and Universities.....                                                                                                | No Reports | No Reports | No Reports | No Reports | 700        | 740        | 773        | 684        |
| 12                 | Total Pupils attending County Grammar Schools.....                                                                                                     | "          | "          | "          | "          | 1000       | 1115       | 1120       | 2070       |
| 13                 | Total Pupils attending Academies and Private Schools.....                                                                                              | "          | "          | "          | "          | 1831       | 2345       | 3048       | 4663       |
| 14                 | Total Students and Pupils attending Normal and Model Schools for Upper Canada.....                                                                     | "          | "          | "          | "          |            | 256        | 400        | 370        |
| 15                 | Total Pupils attending the Common Schools of Upper Canada.....                                                                                         | 65978      | 96756      | 110002     | 101912     | 124829     | 130739     | 138465     | 151891     |
| 16                 | Total Pupils attending the Roman Catholic Separate Schools.....                                                                                        |            |            |            |            |            |            |            |            |
| 17                 | Grand Total, Students and Pupils attending Universities, Colleges, Academies, Grammar, Private, Normal, Model and Common Schools.....                  | 65978      | 96756      | 110002     | 101912     | 128360     | 135195     | 144406     | 159678     |
| 18                 | Total Amount paid for the Salaries of Common and Separate School Teachers in Upper Canada*.....                                                        | \$166000   | \$206856   | \$286056   | \$271624   | \$310396   | \$344276   | \$363912   | \$53716    |
| 19                 | Total Amount paid for the erection or repairs of Common and Separate School Houses, and for Libraries and Apparatus, Books, Fuel, Stationery, &c*..... | No Reports | No Reports | No Reports | No Reports | No Reports | No Reports | No Reports | \$56750    |
| 20                 | Grand Total paid for Common and Separate School Teachers' Salaries, the erection and repairs of School Houses, and for Libraries and Apparatus*.....   | "          | "          | "          | "          | "          | "          | "          | \$110472   |
| 21                 | Total Amount paid for Grammar School Masters' Salaries*.....                                                                                           | "          | "          | "          | "          | "          | "          | "          | No Reports |
| 22                 | Total Amount paid for the erection or repairs of Grammar School Houses*.....                                                                           | "          | "          | "          | "          | "          | "          | "          | "          |
| 23                 | Amount received by other Educational Institutions, &c*.....                                                                                            | "          | "          | "          | "          | "          | "          | "          | "          |
| 24                 | Grand Total paid for Educational purposes in Upper Canada*.....                                                                                        | 2860       | 3028       | 3665       | 2925       | 3177       | 3209       | 3209       | 3470       |
| 25                 | Total Common School Teachers in Upper Canada.....                                                                                                      |            |            | 663        |            | 670        |            | 704        | 779        |
| 26                 | Total Male do.....                                                                                                                                     |            |            |            |            |            |            |            |            |
| 27                 | Total Female do.....                                                                                                                                   |            |            |            |            |            |            |            |            |
| 28                 | Average number of months each Common School has been kept open by a qualified Teacher.....                                                             | 72         | 73         | 8          | 8½         | 9          | 9          | 9          | 9          |
|                    |                                                                                                                                                        |            |            |            |            |            |            |            |            |

TABLE S, 1864—Continued.

| No. | 1861.                                     | 1862.  | 1863.  | 1864.     | 1865.     | 1866.     | 1867.    | 1868.     | 1869.     | 1860.     | 1861.     | 1862.     | 1863.     | 1864. |
|-----|-------------------------------------------|--------|--------|-----------|-----------|-----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|
| 1   | 960551                                    | 959239 | 277912 | 311916    | 324888    | 360678    | 362095   | 373989    | 1398001   | 364980    | 403302    | 412867    | 424565    |       |
| 2   | 268607                                    | 262765 | 10     | 10        | 12        | 12        | 13       | 13        | 13        | 13        | 13        | 13        | 16        |       |
| 3   | 8                                         | 8      | 8      | 8         | 72        | 75        | 81       | 88        | 86        | 86        | 91        | 95        | 95        |       |
| 4   | 54                                        | 60     | 64     | 61        | 276       | 301       | 321      | 305       | 337       | 342       | 340       | 340       | 255       |       |
| 5   | 175                                       | 181    | 206    | 267       | 3         | 4         | 4        | 4         | 4         | 4         | 4         | 3         | 3         |       |
| 6   | 2                                         | 3      | 3      | 3         | 3         | 3         | 3        | 3         | 3         | 3         | 3         | 3         | 3         |       |
| 7   | 2085                                      | 2092   | 3200   | 3301      | 3631      | 3772      | 3848     | 3854      | 3910      | 3905      | 3905      | 4013      | 4077      |       |
| 8   | 16                                        | 18     | 44     | 81        | 100       | 94        | 105      | 115       | 109       | 109       | 109       | 120       | 147       |       |
| 9   | 865                                       | 901    | 1117   | 1263      | 1707      | 1936      | 2315     | 2602      | 2903      | 3111      | 3228      | 3228      | 3459      |       |
| 10  | 3239                                      | 3282   | 3524   | 3815      | 4094      | 4258      | 4372     | 4379      | 4459      | 4554      | 4587      | 4587      | 4595      |       |
| 11  | 632                                       | 751    | 806    | 1335      | 1335      | 1335      | 1373     | 1373      | 1373      | 1373      | 1373      | 1373      | 1820      |       |
| 12  | 2191                                      | 2643   | 4237   | 3356      | 4073      | 4459      | 4381     | 4546      | 4705      | 4983      | 4983      | 5362      | 5589      |       |
| 13  | 4567                                      | 5684   | 5473   | 6220      | 6523      | 6372      | 6182     | 6408      | 7361      | 6784      | 6784      | 6653      | 6818      |       |
| 14  | 356                                       | 645    | 922    | 772       | 745       | 777       | 718      | 700       | 700       | 700       | 700       | 700       | 700       |       |
| 15  | 168159                                    | 179587 | 204165 | 243956    | 262673    | 283892    | 285598   | 301104    | 316287    | 329033    | 344049    | 344049    | 354330    |       |
| 16  | 176895                                    | 189310 | 203388 | 215350    | 226258    | 236314    | 240917   | 24985     | 13691     | 13700     | 13700     | 13700     | 173665    |       |
| 17  | 391398                                    | 423948 | 449764 | 5779850   | 5600232   | 577610    | 5850326  | 344117    | 344117    | 344117    | 357572    | 375333    | 385722    |       |
| 18  | 77336                                     | 100366 | 128072 | 175472    | 2208428   | 276519    | 3260721  | 3895591   | 5918113   | 8918113   | 950476    | 989755    | 999650    |       |
| 19  | 168944                                    | 209314 | 275430 | 3078108   | 3121158   | 3103335   | 3110064  | 264183    | 273305    | 273305    | 272217    | 260892    | 288362    |       |
| 20  | Included in other Education at Instit'ns. |        |        | \$478108  | \$121158  | \$103335  | \$110064 | \$1159774 | \$1191418 | \$1191418 | \$1231993 | \$1254447 | \$1288318 |       |
| 21  |                                           |        |        | \$7659    | \$7552    | \$2940    | \$61664  | \$64005   | \$71034   | \$71034   | \$73211   | \$76121   | \$79594   |       |
| 22  |                                           |        |        | \$8311    | \$10708   | \$2368    | \$7930   | \$6037    | \$4234    | \$4234    | \$7502    | \$3470    | \$5189    |       |
| 23  |                                           |        |        | \$12014   | \$214849  | \$219979  | \$210042 | \$218032  | \$209421  | \$209421  | \$22534   | \$23708   | \$269618  |       |
| 24  |                                           |        |        | \$1396092 | \$1493267 | \$1319222 | \$139582 | \$1448448 | \$1470107 | \$1470107 | \$1535240 | \$1621800 | \$1636979 |       |
| 25  |                                           |        |        | 3689      | 4983      | 4202      | 4239     | 4281      | 4336      | 4336      | 4408      | 4504      | 4625      |       |
| 26  |                                           |        |        | 2622      | 2787      | 2965      | 3115     | 3100      | 3031      | 3031      | 3116      | 3094      | 3011      |       |
| 27  |                                           |        |        | 1087      | 1031      | 1237      | 1120     | 1181      | 1305      | 1305      | 1291      | 1410      | 1614      |       |
| 28  |                                           |        |        | 10        | 10        | 10        | 10       | 10        | 10        | 10        | 10        | 10        | 10        |       |
| 29  |                                           |        |        | 93        | 93        | 93        | 93       | 93        | 93        | 93        | 93        | 93        | 93        |       |
| 30  |                                           |        |        | 5         | 5         | 5         | 5        | 5         | 5         | 5         | 5         | 5         | 5         |       |

\* Balances due, but not collected, were included until 1858, but from that date Nos. 18, 19, 20, 21, 22 and 24 represent actual payments only. If we add to the Grand Total [24] the unexpended balances, we should have an available sum of \$1,840,377 for Educational purposes during 1864; and for 1863, \$1,803,493—the increase in 1864 being \$37,384.

NOTE.—The Returns in the foregoing Table, up to the year 1847, are not very complete, but since that period they have been sufficiently so to establish data, by which to compare our yearly progress in Educational matters. The Returns are now pretty extensive, and embrace all Institutions of Learning, from the Common School up to the University; but hitherto the sources of information regarding this latter class of Institutions have been rather private than official, which should not be the case. The Annual Report of a Department of Public Instruction should present, in one comprehensive tabular view, the actual state and progress of all our Educational Institutions—Primary, Intermediate, and Superior.

TABLE T.—The grants to Common and Separate Schools in Upper Canada, 1864.

## LEGISLATIVE APPOINTMENT TO COMMON AND SEPARATE SCHOOLS.

| MUNICIPALITIES.         | Amount Paid.* | Amount Unpaid. | Amount of Apportionment for 1864. |                      |           |
|-------------------------|---------------|----------------|-----------------------------------|----------------------|-----------|
|                         |               |                | To Common Schools.                | To Separate Schools. | Total.    |
|                         | \$ cts.       | \$ cts.        | \$ cts.                           | \$ cts.              | \$ cts.   |
| <i>Counties.</i>        |               |                |                                   |                      |           |
| Glengarry.....          | 2647 60       | 15 00          | 2380 00                           | 282 60               | 2662 60   |
| Stormont.....           | 1943 00       |                | 1943 00                           |                      | 1943 00   |
| Dundas.....             | 2074 00       |                | 2074 00                           |                      | 2074 00   |
| Prescott.....           | 1706 00       |                | 1527 00                           | 179 00               | 1706 00   |
| Russell.....            | 817 00        |                | 817 00                            |                      | 817 00    |
| Carleton.....           | 3488 00       |                | 3462 00                           | 26 00                | 3488 00   |
| Grenville.....          | 2356 06       |                | 2297 00                           | 59 06                | 2356 06   |
| Leeds.....              | 3621 95       |                | 3605 00                           | 16 95                | 3621 95   |
| Lanark.....             | 3283 00       |                | 3263 00                           | 15 00                | 3283 00   |
| Renfrew.....            | 2195 72       |                | 2129 00                           | 66 72                | 2195 72   |
| Frontenac.....          | 2990 24       | 19 00          | 2858 00                           | 151 24               | 3009 24   |
| Addington.....          | 1983 00       | 21 00          | 1923 00                           | 81 00                | 2004 00   |
| Lennox.....             | 915 00        |                | 915 00                            |                      | 915 00    |
| Prince Edward.....      | 2158 00       |                | 2156 00                           |                      | 2158 00   |
| Hastings.....           | 4298 00       | 14 00          | 4269 00                           | 43 00                | 4312 00   |
| Northumberland.....     | 4030 00       |                | 4012 00                           | 18 00                | 4030 00   |
| Durham.....             | 3742 00       |                | 3742 00                           |                      | 3742 00   |
| Peterborough.....       | 2339 00       |                | 2300 00                           | 39 00                | 2339 00   |
| Victoria.....           | 2520 00       | 7 00           | 2527 00                           |                      | 2527 00   |
| Ontario.....            | 4422 00       |                | 4422 00                           |                      | 4422 00   |
| York.....               | 6706 44       |                | 6502 00                           | 204 44               | 6706 44   |
| Peel.....               | 2483 00       |                | 2461 00                           | 22 00                | 2483 00   |
| Simcoe.....             | 4805 33       |                | 4763 90                           | 42 33                | 4805 33   |
| Halton.....             | 2452 00       |                | 2452 00                           |                      | 2452 00   |
| Wentworth.....          | 3494 27       |                | 3440 00                           | 54 27                | 3494 27   |
| Brant.....              | 2338 00       | 132 00         | 2470 00                           |                      | 2470 00   |
| Lincoln.....            | 2142 00       |                | 2094 00                           | 48 00                | 2142 00   |
| Welland.....            | 2410 95       |                | 2311 00                           | 99 95                | 2410 95   |
| Haldimand.....          | 2452 00       |                | 2418 00                           | 34 00                | 2452 00   |
| Norfolk.....            | 3206 00       |                | 3189 00                           | 17 00                | 3206 00   |
| Oxford.....             | 4760 00       |                | 4760 00                           |                      | 4760 00   |
| Waterloo.....           | 3530 00       |                | 3397 00                           | 133 00               | 3530 00   |
| Wellington.....         | 5086 06       |                | 4743 00                           | 343 06               | 5086 06   |
| Grey.....               | 4342 14       |                | 4081 00                           | 261 14               | 4342 14   |
| Perth.....              | 3748 00       |                | 3710 00                           | 38 00                | 3748 00   |
| Huron.....              | 4879 72       |                | 4794 00                           | 85 72                | 4879 72   |
| Bruce.....              | 3103 00       |                | 3043 00                           | 60 00                | 3103 00   |
| Middlesex.....          | 6503 64       |                | 6391 00                           | 112 64               | 6503 64   |
| Elgin.....              | 3538 00       |                | 3538 00                           |                      | 3538 00   |
| Kent.....               | 3193 00       | 10 00          | 3093 00                           | 110 00               | 3203 00   |
| Lambton.....            | 2637 64       |                | 2579 00                           | 58 64                | 2637 64   |
| Essex.....              | 2290 00       | 25 00          | 2265 00                           | 50 00                | 2315 00   |
| District of Algoma..... | 218 00        |                | 218 00                            |                      | 218 00    |
| Total.....              | 133846 76     | 243 00         | 131338 00                         | 2751 76              | 134089 76 |
| <i>Cities.</i>          |               |                |                                   |                      |           |
| Toronto.....            | 5377 00       |                | 3540 00                           | 1837 00              | 5377 00   |
| Hamilton.....           | 2291 00       |                | 1874 00                           | 417 00               | 2291 00   |
| Kingston.....           | 1649 00       |                | 1191 00                           | 458 00               | 1649 00   |
| London.....             | 1385 00       |                | 1212 00                           | 173 00               | 1385 00   |
| Ottawa.....             | 1760 00       |                | 802 00                            | 958 00               | 1760 00   |
| Total.....              | 12462 00      |                | 8619 00                           | 3843 00              | 12462 00  |

\* Paid up to August, 1865.

TABLE T.—The Grants to Common and Separate Schools in Upper Canada, 1864.—Continued.

LEGISLATIVE APPOINTMENT TO COMMON AND SEPARATE SCHOOLS.

| MUNICIPALITIES.          | Amount Paid.    | Amount Unpaid. | Amount of Apportionment for 1864. |                      |                 |
|--------------------------|-----------------|----------------|-----------------------------------|----------------------|-----------------|
|                          |                 |                | To Common Schools.                | To Separate Schools. | Total.          |
| <i>Towns.</i>            |                 |                |                                   |                      |                 |
|                          | \$ cts.         | cts.           | \$ cts.                           | \$ cts.              | \$ cts.         |
| Amherstburgh.....        | 276 00          | .....          | 168 00                            | 108 00               | 276 00          |
| Barrie.....              | 255 00          | .....          | 151 00                            | 104 00               | 255 00          |
| Belleville.....          | 753 00          | .....          | 564 00                            | 189 00               | 753 00          |
| Berlin.....              | 234 00          | .....          | 211 00                            | 23 00                | 234 00          |
| Bowmanville.....         | 326 00          | .....          | 326 00                            | .....                | 326 00          |
| Brantford.....           | 748 00          | .....          | 653 00                            | 95 00                | 748 00          |
| Brockville.....          | 493 00          | .....          | 362 00                            | 131 00               | 493 00          |
| Chatham.....             | 534 00          | .....          | 469 00                            | 65 00                | 534 00          |
| Clifton.....             | 155 00          | .....          | 93 09                             | 62 00                | 155 90          |
| Cobourg.....             | 597 00          | .....          | 473 00                            | 124 00               | 597 00          |
| Collingwood.....         | 166 00          | .....          | 166 00                            | .....                | 166 00          |
| Cornwall.....            | 239 00          | .....          | 239 00                            | .....                | 239 00          |
| Dundas.....              | 342 00          | .....          | 214 00                            | 128 00               | 342 00          |
| Galt.....                | 368 00          | .....          | 368 00                            | .....                | 368 00          |
| Goderich.....            | 387 00          | .....          | 357 00                            | .....                | 387 00          |
| Guelph.....              | 609 00          | .....          | 434 00                            | 175 00               | 609 00          |
| Ingersoll.....           | 304 00          | .....          | 233 00                            | 71 00                | 304 00          |
| Lindsay.....             | 228 00          | .....          | 122 00                            | 106 00               | 228 00          |
| Milton.....              | 108 00          | .....          | 108 00                            | .....                | 108 00          |
| Niagara.....             | 248 00          | .....          | 184 00                            | 64 00                | 248 00          |
| Oakville.....            | 174 00          | .....          | 125 00                            | 49 00                | 174 00          |
| Owen Sound.....          | 265 00          | .....          | 265 00                            | .....                | 265 00          |
| Paris.....               | 284 00          | .....          | 228 00                            | 56 00                | 284 00          |
| Perth.....               | 295 00          | .....          | 226 00                            | 69 00                | 295 00          |
| Peterborough.....        | 477 00          | .....          | 364 00                            | 113 00               | 477 00          |
| Pictou.....              | 248 00          | .....          | 181 00                            | 67 00                | 248 00          |
| Port Hope.....           | 499 00          | .....          | 499 00                            | .....                | 499 00          |
| Prescott.....            | 310 00          | .....          | 156 00                            | 154 00               | 310 00          |
| Sandwich.....            | 118 00          | .....          | 118 00                            | .....                | 118 00          |
| Sarnia.....              | 250 00          | .....          | 250 00                            | .....                | 250 00          |
| St. Catharines.....      | 754 00          | .....          | 504 00                            | 250 00               | 754 00          |
| St. Marys Blanchard..... | 333 00          | .....          | 333 00                            | .....                | 333 00          |
| St. Thomas.....          | 195 00          | .....          | 195 00                            | .....                | 195 09          |
| Simcoe.....              | 222 00          | .....          | 222 00                            | .....                | 222 00          |
| Stratford.....           | 337 00          | .....          | 337 00                            | .....                | 337 00          |
| Whitby.....              | 323 00          | .....          | 290 00                            | 33 00                | 323 00          |
| Windsor.....             | 300 00          | .....          | 300 00                            | .....                | 300 00          |
| Woodstock.....           | 400 00          | .....          | 400 00                            | .....                | 400 00          |
| <b>Total.....</b>        | <b>13154 00</b> | <b>.....</b>   | <b>10918 00</b>                   | <b>2236 00</b>       | <b>13154 00</b> |
| <i>Villages.</i>         |                 |                |                                   |                      |                 |
| Arnprior.....            | 190 00          | .....          | 100 00                            | .....                | 100 00          |
| Ashturnham.....          | 119 00          | .....          | 119 00                            | .....                | 119 00          |
| Aurora.....              | 144 00          | .....          | 144 00                            | .....                | 144 00          |
| Bath.....                | 90 00           | .....          | 90 00                             | .....                | 90 00           |
| Bradford.....            | 115 00          | .....          | 115 00                            | .....                | 115 00          |
| Brampton.....            | 195 02          | .....          | 195 00                            | .....                | 195 02          |
| Brighton.....            | 141 00          | .....          | 141 00                            | .....                | 141 00          |
| Caledonia.....           | 138 00          | .....          | 138 00                            | .....                | 138 00          |
| Cayuga.....              | 90 00           | .....          | 90 00                             | .....                | 90 00           |
| Chippewa.....            | 131 00          | .....          | 131 00                            | .....                | 131 00          |
| Clinton.....             | 120 00          | .....          | 120 00                            | .....                | 120 00          |
| Colborne.....            | 96 00           | .....          | 96 00                             | .....                | 96 00           |
| Dunville.....            | 152 00          | .....          | 152 00                            | .....                | 152 00          |
| Elera.....               | 125 00          | .....          | 125 00                            | .....                | 125 00          |
| Embro.....               | 66 00           | .....          | 66 00                             | .....                | 66 00           |



TABLE T.—The Grants to Common and Separate Schools in Upper Canada, 1864.—*Continued.*

| LEGISLATIVE APPORTIONMENT TO COMMON AND SEPARATE SCHOOLS. |              |                |                                   |                      |           |
|-----------------------------------------------------------|--------------|----------------|-----------------------------------|----------------------|-----------|
| MUNICIPALITIES.                                           | Amount Paid. | Amount Unpaid. | Amount of Apportionment for 1864. |                      |           |
|                                                           |              |                | To Common Schools.                | To Separate Schools. | Total.    |
|                                                           | \$ cts.      | \$ cts.        | \$ cts.                           | \$ cts.              | \$ cts.   |
| <i>Villages.—Continued.</i>                               |              |                |                                   |                      |           |
| Fergus.....                                               | 134 00       |                | 115 00                            | 19 00                | 134 00    |
| Fort Erie.....                                            | 84 00        |                | 69 00                             | 15 00                | 84 00     |
| Gananoque.....                                            | 181 00       |                | 181 00                            |                      | 181 00    |
| Hawkesbury.....                                           | 151 00       |                | 151 00                            |                      | 151 00    |
| Hespeler.....                                             | 72 00        |                | 72 00                             |                      | 72 00     |
| Holland Landing.....                                      | 88 00        |                | 88 00                             |                      | 88 00     |
| Iroquois.....                                             | 74 00        |                | 74 00                             |                      | 74 00     |
| Kemptville.....                                           | 128 00       |                | 128 00                            |                      | 128 00    |
| Kincardine.....                                           | 117 00       |                | 117 00                            |                      | 117 00    |
| Lanark.....                                               | 72 00        |                | 72 00                             |                      | 72 00     |
| Merrickville.....                                         | 108 00       |                | 83 00                             | 25 00                | 108 00    |
| Mitchell.....                                             | 145 00       |                | 135 00                            |                      | 145 00    |
| Morrisburgh.....                                          | 102 00       |                | 102 00                            |                      | 102 00    |
| Napanee.....                                              | 212 00       |                | 183 00                            | 29 00                | 212 00    |
| Newburgh.....                                             | 140 00       |                | 140 00                            |                      | 140 00    |
| Newcastle.....                                            | 123 00       |                | 123 00                            |                      | 123 00    |
| New Hamburg.....                                          | 104 00       |                | 104 00                            |                      | 104 00    |
| Newmarket.....                                            | 168 00       |                | 129 00                            | 39 00                | 168 00    |
| Orangeville.....                                          | 96 00        |                | 96 00                             |                      | 96 00     |
| Oshawa.....                                               | 241 00       |                | 191 00                            | 50 00                | 241 00    |
| Pembroke.....                                             | 120 82       |                | 76 00                             | 44 82                | 120 82    |
| Portsmouth.....                                           | 107 00       |                | 68 00                             | 39 00                | 107 00    |
| Port Dalhousie.....                                       | 159 00       |                | 159 00                            |                      | 159 00    |
| Preston.....                                              | 184 00       |                | 158 00                            | 26 00                | 184 00    |
| Renfrew.....                                              | 84 00        |                | 84 00                             |                      | 84 00     |
| Richmond.....                                             | 61 00        |                | 61 00                             |                      | 61 00     |
| Smith's Falls.....                                        | 136 00       |                | 136 00                            |                      | 136 00    |
| Southampton.....                                          | 73 00        |                | 73 00                             |                      | 73 00     |
| Stirling.....                                             | 90 00        |                | 90 00                             |                      | 90 00     |
| Strathroy.....                                            | 90 00        |                | 90 00                             |                      | 90 00     |
| Streetsville.....                                         | 87 00        |                | 87 00                             |                      | 87 00     |
| Thorold.....                                              | 193 00       |                | 135 00                            | 58 00                | 193 00    |
| Trenton.....                                              | 167 00       |                | 121 00                            | 46 00                | 167 00    |
| Vienna.....                                               | 108 00       |                | 108 00                            |                      | 108 00    |
| Waterloo.....                                             | 152 00       |                | 152 00                            |                      | 152 00    |
| Wellington.....                                           | 97 00        |                | 78 00                             | 19 00                | 97 00     |
| Welland.....                                              | 87 00        |                | 87 00                             |                      | 87 00     |
| Yorkville.....                                            | 188 00       |                | 188 00                            |                      | 188 00    |
| Total.....                                                | 6545 00      |                | 6136 00                           | 409 82               | 6545 82   |
| <b>RECAPITULATION.</b>                                    |              |                |                                   |                      |           |
| Counties and Districts.....                               | 133846 76    | 243 00         | 131338 00                         | 2751 76              | 134089 76 |
| Cities.....                                               | 12462 00     |                | 8619 00                           | 3843 00              | 12462 00  |
| Towns.....                                                | 13154 00     |                | 10918 00                          | 2236 00              | 13154 00  |
| Villages.....                                             | 6545 00      |                | 6136 00                           | 409 82               | 6545 82   |
| Total.....                                                | 166007 76    | 243 00         | 157011 00                         | 9240 58              | 166251 58 |

## TABLE U.—THE ACCOUNTS OF THE EDUCATIONAL DEPARTMENT FOR 1864.

## STATEMENT No. 1.—The Legislative Grant to Common Schools.

U. C. Consolidated Statutes, 22 Victoria, Chapter 64, Section 106.

| 1864.                | EXPENDITURE.                                           | AMOUNT. |           | EXPENDITURE.          | AMOUNT. |         |
|----------------------|--------------------------------------------------------|---------|-----------|-----------------------|---------|---------|
| Jan. 1 to<br>Dec. 31 | By sundry payments to the<br>following Municipalities: | \$ cts. | \$ cts.   | TOWNS—Continued.      | \$ cts. | \$ cts. |
|                      | <b>COUNTIES.</b>                                       |         |           |                       |         |         |
|                      | Stormont, Dundas and Glen-<br>garry .....              | 6397 00 |           | Galt .....            | 368 00  |         |
|                      | Prescott and Russell .....                             | 2779 00 |           | Goderich .....        | 387 00  |         |
|                      | Carleton .....                                         | 3462 00 |           | Guolph .....          | 481 30  |         |
|                      | Leeds and Grenville .....                              | 5942 10 |           | Ingersoll .....       | 233 00  |         |
|                      | Lanark and Renfrew .....                               | 5426 00 |           | Lindsay .....         | 171 00  |         |
|                      | Frontenac, Lennox and Ad-<br>dington .....             | 5667 00 |           | Milton .....          | 212 00  |         |
|                      | Prince Edward .....                                    | 2156 00 |           | Niagara .....         | 184 00  |         |
|                      | Hastings .....                                         | 4269 00 |           | Oakville .....        | 123 00  |         |
|                      | Northumberland & Durham ..                             | 7754 00 |           | Owen Sound .....      | 265 00  |         |
|                      | Peterborough .....                                     | 2300 00 |           | Paris .....           | 228 00  |         |
|                      | Victoria .....                                         | 2520 00 |           | Perth .....           | 228 00  |         |
|                      | Ontario .....                                          | 4422 00 |           | Peterborough .....    | 364 00  |         |
|                      | York and Peel .....                                    | 9463 00 |           | Picton .....          | 181 00  |         |
|                      | Simcoe .....                                           | 4763 00 |           | Port Hope .....       | 499 00  |         |
|                      | Huron .....                                            | 2452 00 |           | Prescott .....        | 136 00  |         |
|                      | Wentworth .....                                        | 3440 00 |           | Sandwich .....        | 118 00  |         |
|                      | Brant .....                                            | 2338 00 |           | Sarnia .....          | 250 00  |         |
|                      | Lincoln .....                                          | 2094 00 |           | St. Catharines .....  | 504 00  |         |
|                      | Wolland .....                                          | 2311 00 |           | St. Thomas .....      | 195 00  |         |
|                      | Haldimand .....                                        | 2418 00 |           | Stratford .....       | 337 00  |         |
|                      | Norfolk .....                                          | 3189 00 |           | Simcoe .....          | 433 00  |         |
|                      | Oxford .....                                           | 4760 00 |           | Whitby .....          | 290 00  |         |
|                      | Waterloo .....                                         | 3397 00 |           | Windsor .....         | 300 00  |         |
|                      | Wellington .....                                       | 4743 00 |           | Woodstock .....       | 400 00  |         |
|                      | Grey .....                                             | 4081 00 |           |                       |         | 1168 20 |
|                      | Perth .....                                            | 3710 00 |           | <b>VILLAGES.</b>      |         |         |
|                      | Huron and Bruce .....                                  | 7862 07 |           | Arnprior .....        | 100 00  |         |
|                      | Middlesex .....                                        | 6391 00 |           | Ashburnham .....      | 119 00  |         |
|                      | Elgin .....                                            | 3538 00 |           | Aurora .....          | 144 00  |         |
|                      | Kent .....                                             | 3093 00 |           | Bath .....            | 90 00   |         |
|                      | Lambton .....                                          | 2579 00 |           | Bradford .....        | 115 00  |         |
|                      | Essex .....                                            | 2265 00 |           | Brampton .....        | 283 00  |         |
|                      | District of Algoma .....                               | 208 00  | 132189 17 | Brighton .....        | 141 00  |         |
|                      | <b>CITIES.</b>                                         |         |           | Caledonia .....       | 138 00  |         |
|                      | Toronto .....                                          | 3540 00 |           | Cayuga .....          | 90 00   |         |
|                      | Hamilton .....                                         | 1874 00 |           | Chippewa .....        | 131 00  |         |
|                      | Kingston .....                                         | 1191 00 |           | Clinton .....         | 120 00  |         |
|                      | London .....                                           | 1212 00 |           | Colborne .....        | 96 00   |         |
|                      | Ottawa .....                                           | 802 00  | 8619 00   | Dunnville .....       | 152 00  |         |
|                      | <b>TOWNS.</b>                                          |         |           | Elora .....           | 125 00  |         |
|                      | Amherstburgh .....                                     | 168 00  |           | Embros .....          | 68 00   |         |
|                      | Barrie .....                                           | 151 00  |           | Fergus .....          | 115 00  |         |
|                      | Belleville .....                                       | 781 20  |           | Fort Erie .....       | 69 00   |         |
|                      | Berlin .....                                           | 211 00  |           | Gananoque .....       | 181 00  |         |
|                      | Bowmanville .....                                      | 328 00  |           | Hawkesbury .....      | 223 00  |         |
|                      | Brantford .....                                        | 653 00  |           | Hespeler .....        | 72 00   |         |
|                      | Brockville .....                                       | 362 00  |           | Holland Landing ..... | 173 00  |         |
|                      | Chatbam .....                                          | 469 00  |           | Iroquois .....        | 74 00   |         |
|                      | Clifton .....                                          | 93 00   |           | Kemptville .....      | 128 00  |         |
|                      | Cobourg .....                                          | 473 00  |           | Kincardine .....      | 117 00  |         |
|                      | Collingwood .....                                      | 166 00  |           | Lanark .....          | 72 00   |         |
|                      | Cornwall .....                                         | 239 00  |           | Merrickville .....    | 83 00   |         |
|                      | Dundas .....                                           | 214 00  |           | Mitchell .....        | 145 00  |         |
|                      |                                                        |         |           | Morrisburgh .....     | 102 00  |         |
|                      |                                                        |         |           | Napanee .....         | 183 00  |         |
|                      |                                                        |         |           | Newburgh .....        | 140 00  |         |
|                      |                                                        |         |           | Newcastle .....       | 123 00  |         |
|                      |                                                        |         |           | New Hamburg .....     | 104 00  |         |
|                      |                                                        |         |           | Newmarket .....       | 129 00  |         |
|                      |                                                        |         |           | Orangeville .....     | 98 00   |         |
|                      |                                                        |         |           | Oshawa .....          | 284 00  |         |

TABLE U.—ACCOUNTS OF THE EDUCATIONAL DEPARTMENT, &c.—(Continued).

(Statement No. 1.—Continued.)

| 1864.                    |                                                 | EXPENDITURE. |      | AMOUNT. |                                                                                         | EXPENDITURE. |        | AMOUNT. |           |
|--------------------------|-------------------------------------------------|--------------|------|---------|-----------------------------------------------------------------------------------------|--------------|--------|---------|-----------|
| Jan. 1 to Dec. 31        | VILLAGES—(Continued).                           | \$           | cts. | cts.    | VILLAGES—(Continued).                                                                   | \$           | cts.   | \$      | cts.      |
|                          | Pembroke.....                                   | 76           | 00   |         | Wellington.....                                                                         | 78           | 00     |         |           |
|                          | Portsmouth.....                                 | 68           | 00   |         | Welland.....                                                                            | 87           | 00     |         |           |
|                          | Port Dalhousie.....                             | 159          | 00   |         | Yorkville.....                                                                          | 185          | 00     |         | 6866 00   |
|                          | Preston.....                                    | 158          | 00   |         |                                                                                         |              |        |         | 158842 37 |
|                          | Renfrew.....                                    | 164          | 00   |         | By amount of balance on hand 30th June, remitted to the Honorable Receiver General..... |              |        |         | 3774 65   |
|                          | Smith's Falls.....                              | 136          | 00   |         |                                                                                         |              |        |         | 162617 02 |
|                          | Southampton.....                                | 108          | 00   |         | By Balance.....                                                                         |              |        |         | 124 87    |
|                          | Stirling.....                                   | 90           | 00   |         |                                                                                         |              |        |         | 162741 89 |
|                          | St. Mary's.....                                 | 333          | 00   |         |                                                                                         |              |        |         |           |
|                          | Strathroy.....                                  | 90           | 00   |         |                                                                                         |              |        |         |           |
|                          | Streetsville.....                               | 87           | 00   |         |                                                                                         |              |        |         |           |
|                          | Thorold.....                                    | 135          | 00   |         |                                                                                         |              |        |         |           |
|                          | Trenton.....                                    | 121          | 00   |         |                                                                                         |              |        |         |           |
|                          | Vienna.....                                     | 108          | 00   |         |                                                                                         |              |        |         |           |
|                          | Waterloo.....                                   | 152          | 00   |         |                                                                                         |              |        |         |           |
| 1864.                    |                                                 | RECEIPTS.    |      |         |                                                                                         | AMOUNT.      |        |         |           |
| January 1 to December 31 | To Balance unexpended, per account of 1863..... |              |      |         | \$                                                                                      | cts.         | \$     | cts.    |           |
|                          | To proportion of Warrants for this service..... |              |      |         | 3774                                                                                    | 65           | 4885   | 82      |           |
|                          |                                                 |              |      |         | 152421                                                                                  | 42           |        |         |           |
|                          |                                                 |              |      |         | 1660                                                                                    | 00           |        |         |           |
|                          |                                                 |              |      |         |                                                                                         |              | 157856 | 07      |           |
|                          |                                                 |              |      |         |                                                                                         |              | 162741 | 89      |           |

STATEMENT No. 2.—THE POOR SCHOOL FUND.

(U. C. Consolidated Statutes, 22 Victoria, Chapter 64, Section 120.)

| 1864.              |                                                                  | EXPENDITURE. |      | AMOUNT. |        | EXPENDITURE.                      |    | AMOUNT. |    |       |
|--------------------|------------------------------------------------------------------|--------------|------|---------|--------|-----------------------------------|----|---------|----|-------|
| Jan. 1 to Dec. 31. | By payments to various counties in aid of the following schools: | \$           | cts. | \$      | cts.   | Hastings:                         | \$ | cts.    | \$ | cts.  |
|                    | Stormont, Dundas and Glengarry:                                  |              |      |         |        | Marmora, No. 6.....               | 20 | 00      |    |       |
|                    | Winchester, No. 14.....                                          | 20           | 00   |         |        | Monteagle.....                    | 16 | 00      |    | 60 00 |
|                    | Curleton:                                                        |              |      |         |        | Frontenac, Lennox and Ad-dington: |    |         |    |       |
|                    | Marlborough, No. 9 and 12                                        | 30           | 00   |         |        | Barrie and Anglesea, No. 3        | 10 | 00      |    |       |
|                    | Do No. 11.....                                                   | 20           | 00   |         |        | Barrie, No. 4.....                | 10 | 00      |    |       |
|                    | Lanark and Renfrew:                                              |              |      |         |        | Bedford, No. 4.....               | 25 | 00      |    | 45 00 |
|                    | Alice, No. 1.....                                                | 23           | 00   |         |        | Victoria.....                     |    |         |    |       |
|                    | Darling, No. 1 and 4.....                                        | 12           | 00   |         |        | Carden, No. 6.....                | 25 | 00      |    |       |
|                    | Bathurst, No. 13.....                                            | 15           | 00   |         |        | Laxton, No. 1.....                | 30 | 00      |    | 55 00 |
|                    | Ross, Nos. 2, 3 & 8, \$25 each                                   | 75           | 00   |         |        | Norfolk:                          |    |         |    |       |
|                    | Westmeath, No. 4.....                                            | 12           | 00   |         |        | Charlottville, No. 3.....         | 35 | 00      |    | 35 00 |
|                    | Do No. 10 and 11..                                               | 24           | 00   |         | 163 00 | Grey:                             |    |         |    |       |
|                    | Hastings:                                                        |              |      |         |        | Normanby, No 12.....              | 15 | 00      |    | 15 00 |
|                    | Hanger.....                                                      | 24           | 00   |         |        | Huron and Bruce:                  |    |         |    |       |
|                    |                                                                  |              |      |         |        | Albemarle No. 1.....              | 30 | 00      |    |       |

STATEMENT No. 2.—THE POOR SCHOOL FUND—(Continued).

U. C. Consolidated Statutes, 22 Victoria, Chapter 64, Section 120.

|           |                           | \$ | cts. | \$  | cts. |                              |  | \$ | cts. | \$   | cts. |
|-----------|---------------------------|----|------|-----|------|------------------------------|--|----|------|------|------|
| Jan. 1 to | <i>Huron and Bruce:</i>   |    |      |     |      | <i>District of Algoma:</i>   |  |    |      |      |      |
| Dec. 31.  | Brant, No. 8.....         | 12 | 00   |     |      | Sault St. Marie for 1863 ... |  | 50 | 00   | 50   | 00   |
|           | Bruce & Kincardine, No. 4 | 30 | 00   |     |      |                              |  |    |      |      |      |
|           | Do do No. 5               | 25 | 00   |     |      |                              |  |    |      | 681  | 00   |
|           | Culross, No. 1.....       | 12 | 00   |     |      | By amount of balance on      |  |    |      |      |      |
|           | Greenock, No. 1 .....     | 12 | 00   |     |      | hand, 30th June, remitted    |  |    |      |      |      |
|           | Do No. 6 .....            | 12 | 00   |     |      | to the Honorable Receiver    |  |    |      |      |      |
|           | Huron, No. 2.             | 25 | 00   | 158 | 00   | General.....                 |  |    |      | 1242 | 93   |
|           | <i>Kent:</i>              |    |      |     |      |                              |  |    |      | 1923 | 93   |
|           | Harwich, No. 13.....      | 30 | 00   | 30  | 00   | By balance unexpended....    |  |    |      | 736  | 93   |
|           |                           |    |      |     |      |                              |  |    |      | 2680 | 86   |

| 1864.     | RECEIPTS.                                       | AMOUNT.         |
|-----------|-------------------------------------------------|-----------------|
| January 1 | To balance unexpended, per account of 1864..... | \$ cts. 1417 93 |
| July      | To proportion of Warrants for this service..... | \$ cts. 1242 93 |
|           |                                                 | 2660 86         |

STATEMENT No. 3.—ROMAN CATHOLIC SEPARATE SCHOOL APPORTIONMENT.

T. C. Consolidated Statutes, 22 Victoria, Chapter 65, Sections 33 and 34.

| 1864.      | RECEIPTS.                   | AMOUNT.         | 1864.     | EXPENDITURE               | AMOUNT.         |
|------------|-----------------------------|-----------------|-----------|---------------------------|-----------------|
| Jan. 1...  | To balance unexpended       | \$ cts. 4274 71 | Jan. 1 to | By Sundry payments on     | \$ cts. 8794 52 |
| Dec. 31.   | as per account of 1863..... | 4274 71         | Dec. 31.  | account of 1863 and 1864, |                 |
| July ..... | To proportion of War-       | 4399 00         |           | as detailed in table F.   |                 |
|            | rant for this service.....  | 8673 71         |           | Cities.....               | 3747 00         |
|            |                             | 230 06          |           | Towns.....                | 2248 96         |
| Dec. 31..  | To Balance.....             | 8903 77         |           | Villages.....             | 392 14          |
|            |                             |                 |           | School Sections.....      | 2406 42         |
|            |                             |                 |           | By Amount of Balance on   | 109 25          |
|            |                             |                 |           | hand 30th June, remitted  |                 |
|            |                             |                 |           | to Honorable Receiver     |                 |
|            |                             |                 |           | General.....              | 8903 77         |

STATEMENT No. 4.—THE GRAMMAR SCHOOL FUND.

U. C. Consolidated Statutes, 22 Victoria, Chapter 63, Sections 8 and 9.

| 1864.     | RECEIPTS.                    | AMOUNT.      | 1864.     | EXPENDITURE.               | AMOUNT.          |
|-----------|------------------------------|--------------|-----------|----------------------------|------------------|
| Jan. 1... | To Balance unexpended        | cts. 3257 54 | Jan. 1 to | By Sundry Payments on      | \$ cts. 45074 00 |
| Jan.....  | as per account of 1863 ..... | 22332 00     | Dec       | account of the apportion-  |                  |
| July..... | To Proportion of War-        | 28862 00     |           | ment for 1863 and 1864, as |                  |
|           | rant for this service.....   | 51194 00     |           | per Table G, .....         | 44945 00         |
|           | Do do .....                  |              |           | County Carleton for Rich-  | 129 00           |
|           |                              |              |           | mond, 1863.....            |                  |
|           |                              |              |           | By Balance on hand 30th    | 6981 34          |
|           |                              |              |           | June, remitted to the Hon. |                  |
|           |                              |              |           | Receiver General.....      | 52055 34         |
|           |                              |              |           | By Balance unexpended....  | 2396 00          |
|           |                              |              |           |                            | 54451 34         |



STATEMENT No. 7.—PUBLIC SCHOOL LIBRARIES, MAPS, APPARATUS AND PRIZE BOOKS.

(U. C. Consolidated Statutes, 22 Victoria, Chapter 64, Section 20).

| 1864.     |                                                                                                                       | AMOUNT. |          | 1864.               |                                                                                                                                                                                                       | AMOUNT.  |          |
|-----------|-----------------------------------------------------------------------------------------------------------------------|---------|----------|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|
| RECEIPTS. |                                                                                                                       | \$      | cts.     | EXPENDITURE.        |                                                                                                                                                                                                       | \$       | cts.     |
| Jan. 1... | To Balance unexpended per account of 1863...                                                                          |         | 6543 57  | Jan. 1 to Dec. 31.. | By Books and Maps purchased in London, Edinburgh, New York, and Boston, including exchange and duty.....                                                                                              | 5398 70  |          |
| July..... | " Proportion of Warrant for this service.....                                                                         |         | 7000 00  |                     | " Books purchased in Montreal.....                                                                                                                                                                    | 472 75   |          |
| Jan. 1... | " Net amount received from Municipalities, school sections, &c., for libraries, as per Table N.....                   | 965 47  |          |                     | " Books, Maps, Map-Mounting and Coloring Globes and other school apparatus in Toronto.....                                                                                                            | 11261 26 | 17132 77 |
| Dec. 31.. | Received for Library, entered in Table of 1863.....                                                                   | 5 00    | 970 47   |                     | " Paid for Freight, Cartage, Printing, Boxes, Wrapping Paper, Fittings, Fuel, Insurance, Packing, Salaries and miscellaneous expenses, including Publishers' packing charges: On account of 1864..... | 4803 95  |          |
|           | " Net amount received from Municipalities, School Sections, &c., for Maps, Apparatus, and Prizes, as per Table O..... | 8630 14 |          |                     | On account of years previous.....                                                                                                                                                                     | 1400 00  | 5703 95  |
|           | " sales in Depository of Text-books and articles at Catalogue Prices, for school purposes, during the year            | 3483 55 | 13084 16 |                     | " Amount of Balance on hand 30th June, remitted to the Honorable Receiver General.....                                                                                                                | 2724 56  | 22836 72 |
|           | To Balance.....                                                                                                       |         | 26627 73 |                     | " Amount of Receipts 1st July to 31st December, remitted to the Honorable Receiver General.....                                                                                                       | 5277 04  | 8001 60  |
|           |                                                                                                                       |         | 4210 59  |                     |                                                                                                                                                                                                       |          | 80835 32 |
|           |                                                                                                                       |         | 30838 32 |                     |                                                                                                                                                                                                       |          |          |

STATEMENT No. 8.—SUPERANNUATED TEACHERS.

(U. C. Consolidated Statutes, Chapter 64, Section 120).

| 1864.               |                                                    | AMOUNT. |         | 1864.               |                                                                                       | AMOUNT. |         |
|---------------------|----------------------------------------------------|---------|---------|---------------------|---------------------------------------------------------------------------------------|---------|---------|
| RECEIPTS.           |                                                    | \$      | cts.    | EXPENDITURE.        |                                                                                       | \$      | cts.    |
| Jan. 1 to Dec. 31.. | To Proportion of Warrants for this service.        | 4389 75 |         | Jan. 1...           | By Balance per account of 1863.....                                                   |         | 219 45  |
|                     | " Subscriptions from teachers during the year..... | 138 00  | 4527 75 | Jan. 1 to Dec. 31.. | " By Payments during the year on account of 1863 and 1864, as per Table P.....        | 3611 07 |         |
|                     |                                                    |         |         |                     | " Subscriptions returned to teachers on withdrawing.....                              | 123 00  | 3734 07 |
|                     |                                                    |         |         |                     | " Remitted to Honorable Receiver General receipts from 1st July to 31st December..... |         | 90 00   |
|                     |                                                    |         |         |                     | By Balance.....                                                                       |         | 4043 52 |
|                     |                                                    |         |         |                     |                                                                                       |         | 484 23  |
|                     |                                                    |         | 4527 75 |                     |                                                                                       |         | 4527 75 |

STATEMENT No. 9.—JOURNAL OF EDUCATION FOR UPPER CANADA.

U. C. Consolidated Statutes, Chapter 64, Section 120.

| 1864.     |                                                                 | AMOUNT. |         | 1864.   |                                                                                                                          | EXPENDITURE. |  | AMOUNT. |         |
|-----------|-----------------------------------------------------------------|---------|---------|---------|--------------------------------------------------------------------------------------------------------------------------|--------------|--|---------|---------|
| RECEIPTS. |                                                                 | \$ cts. | \$ cts. |         |                                                                                                                          |              |  | \$ cts. | \$ cts. |
| Jan. 1.   | To balance unexpended per account of 1863.....                  |         | 558 81  | Jan. 1  | By printing and mailing the "Journal of Education" for 1864, and for the miscellaneous expenses of the publication ..... |              |  |         |         |
|           | " proportion of warrant for this service ..                     | 2903 86 |         | to      |                                                                                                                          |              |  |         |         |
|           | " sales, subscriptions and advertisements during the year ..... | 161 85  |         | Dec. 31 |                                                                                                                          |              |  |         |         |
|           |                                                                 |         | 3065 71 |         | " cash receipts 1st July to 31st December, remitted to Hon. Receiver General.....                                        |              |  |         | 7 90    |
|           |                                                                 |         |         |         | " balance unexpended ..                                                                                                  |              |  |         | 1290 00 |
|           |                                                                 |         |         |         |                                                                                                                          |              |  |         |         |
|           |                                                                 |         | 3624 52 |         |                                                                                                                          |              |  |         | 3624 52 |

STATEMENT No. 10.—EDUCATIONAL MUSEUM, LIBRARY AND PRACTICAL SCIENCE FUND.

U. C. Consolidated Statutes, Chapter 64, Section 120.

| 1864.     |                                                | AMOUNT. |         | 1864.   |                                                                                   | EXPENDITURE. |  | AMOUNT. |         |
|-----------|------------------------------------------------|---------|---------|---------|-----------------------------------------------------------------------------------|--------------|--|---------|---------|
| RECEIPTS. |                                                | \$ cts. | \$ cts. |         |                                                                                   |              |  | \$ cts. | \$ cts. |
| Jan. 1.   | To balance unexpended per account of 1863..... |         | 1236 49 | Jan. 1  | By books, periodicals, documents, works of art, and binding, during the year..... | 686 76       |  |         |         |
| July..... | " proportion of warrant for this service....   | 2000 00 |         | to      | " painter, carpenter, blacksmith, plumber and hardware .....                      | 115 64       |  |         |         |
|           | " fine received for breaking a bust.....       | 1 00    |         | Dec. 31 | " 22 cords wood.....                                                              | 104 50       |  |         |         |
|           |                                                |         | 2001 00 |         | " premium on insurance.....                                                       | 142 72       |  |         |         |
|           |                                                |         |         |         | " scrubbing rooms.....                                                            | 60 00        |  |         | 1109 62 |
|           |                                                |         |         |         | " balance on hand 30th June, remitted to Hon. Receiver General .....              |              |  |         | 584 81  |
|           |                                                |         |         |         |                                                                                   |              |  |         | 1694 43 |
|           |                                                |         |         |         | " balance unexpended ..                                                           |              |  |         | 1543 06 |
|           |                                                |         | 3237 49 |         |                                                                                   |              |  |         | 8237 49 |

TABLE U.—THE ACCOUNTS OF THE EDUCATIONAL DEPARTMENT FOR UPPER CANADA.—Continued.  
STATEMENT No. 11.—Departmental Balance Sheet for the year ending 31st December, 1864.

| RECEIPTS.                       |                     |                             |                               | EXPENDITURE. |                                             |                |                        |                                 |           |
|---------------------------------|---------------------|-----------------------------|-------------------------------|--------------|---------------------------------------------|----------------|------------------------|---------------------------------|-----------|
| Balance on hand 1st Jan., 1864. | Cash Receipts 1864. | From Hon. Receiver General. | Over-extended 31st Dec. 1864. | Total.       | Over-extended 1st Jan.                      | Payments 1864. | Hon. Receiver General. | Balance on hand 31st Dec. 1864. | Total.    |
| \$ cts.                         | \$ cts.             | \$ cts.                     | \$ cts.                       | \$ cts.      | \$ cts.                                     | \$ cts.        | \$ cts.                | \$ cts.                         | \$ cts.   |
| 485 82                          |                     | 157856 07                   |                               | 162741 89    |                                             | 168842 37      | 3774 65                | 124 87                          | 162741 89 |
| 1417 93                         |                     | 1242 93                     |                               | 2660 86      | No. 2.—Poor School Fund.....                | 681 00         | 1242 93                | 736 93                          | 2660 86   |
| 4274 71                         |                     | 4399 00                     | 230 06                        | 8903 77      | No. 3.—Roman Catholic Separate Schools..... | 8794 52        | 109 25                 |                                 | 8903 77   |
| 3287 34                         |                     | 51194 00                    |                               | 54451 34     | No. 4.—Grammar School Fund.....             | 45074 00       | 6981 34                | 2396 00                         | 54451 34  |
| 383 54                          |                     | 2000 00                     |                               | 2383 54      | No. 5.—Grammar School Inspection.....       | 705 00         | 743 54                 | 935 00                          | 2383 54   |
| 473 48                          | 4054 92             | 14925 43                    |                               | 19453 83     | No. 6.—Normal and Model Schools.....        | 15966 29       | 1770 03                | 1717 51                         | 19453 83  |
| 6543 57                         | 13084 16            | 7000 00                     | 4210 59                       | 30838 32     | No. 7.—Libraries, Maps and Apparatus.....   | 22886 72       | 8001 60                |                                 | 30838 32  |
|                                 | 138 00              | 4889 75                     |                               | 4527 75      | No. 8.—Supernannated Teachers.....          | 3794 07        | 90 00                  | 484 23                          | 4527 75   |
|                                 | 568 81              | 161 85                      |                               | 3624 52      | No. 9.—Journal of Education.....            | 2326 62        | 7 90                   | 1290 00                         | 3624 52   |
|                                 | 1286 49             | 1 00                        |                               | 3237 49      | No. 10.—Educational Museum and Library..... | 1109 62        | 584 81                 | 1543 06                         | 3237 49   |
| 28031 69                        | 17439 93            | 247911 04                   | 4440 65                       | 492823 31    |                                             | 219 45         | 23306 05               | 9227 00                         | 202823 31 |



APPENDICES TO THE ANNUAL REPORT  
OF THE  
NORMAL, MODEL, GRAMMAR,  
AND  
COMMON SCHOOLS  
IN  
UPPER CANADA,  
For the Year 1864.

APPENDIX A.

EXTRACTS FROM THE REPORTS OF THE LOCAL SUPERINTENDENTS OF COMMON SCHOOLS AND BOARDS OF SCHOOL TRUSTEES IN UPPER CANADA, RELATIVE TO THE STATE AND PROGRESS OF EDUCATION IN THEIR RESPECTIVE TOWNSHIPS, CITIES, TOWNS, AND VILLAGES, FOR THE YEAR 1864.

I. COUNTY OF GLENGARRY.

1. *The Reverend Duncan Cameron, Lochiel.*—In transmitting my Annual Report for this municipality, I may state that two schools were opened during the year; one Common School in Section No. 13, and one Separate School in Section No. 12. Of the 20 schools in the township, all were in operation during the year except School Section No. 10 in the Village of Alexandria, where there are two well conducted Separate Schools. The attendance of scholars is generally larger and more regular than last year. One reason for this improvement is, that we have more free schools in the township than in former years. The cause of education is progressing amongst us, although there is room for great improvement yet. One feature of this improvement is the weekly and monthly exercise in English composition. For instance, the teacher requires a description of a house, horse, cow, sheep, &c., &c., to be given in writing. This piece of composition is generally written on Saturday, and given to the teacher on Monday to be examined and corrected. By this means, the teacher and pupils see what correction has been necessary; what mistakes must be guarded against in future, and what progress is made weekly or monthly in this indispensable branch of education. In visiting the schools of the township, I have seen excellent pieces of composition both in Common and Separate Schools. By such a course the pupil is not only theoretically taught how to spell, write and compose, but the theory is carried into practice in the weekly and monthly exercises. I am sorry to say, that such a course is not followed by all the teachers, but hope that soon such will be the case. It is not enough for one to have pen and paper; we should be able to use them whenever circumstances require it. The Revised Programme for County Boards is duly observed. All the questions are taken down in writing by the candidates, and answered in writing.

2. *Hector McRae, Esquire, Charlottenburgh.*—I am happy to state, that the schools in this township, with a few exceptions, maintain a healthy and progressive condition. The exceptions are those sections which still continue miserable hovels of school-houses; school-houses in which pupils are huddled together not to receive any comfort whilst studying their lessons, but in lieu thereof, they meet in houses so depressing to their juvenile minds that the most ardent and assiduous teacher will find it impossible to draw the attention of the pupils with any alacrity to the studies of the day. And what is more deplorable, although the Trustees of those dilapidated school-hovels are quite sensible of the daily misery that pupils and teachers have to endure, still they turn a deaf ear to all that I or any other friend of education can urge or say to them on a want that can be so easily remedied. The parsimonious inclinations of many Trustees and constituents are the greatest barriers to school advancement and improvement; the God-Mammon is their creed, consequently a few dollars extracted out of their pockets for the erection of a school-house or for any requisite school apparatus, is to them an excruciating torture not to be endured if they can possibly help it. As I have before stated, if we had commodious school-houses and requisite school apparatus, combined with free schools, there would be indeed a very diminutive number of non-attendants in this township. But until niggardly Trustees and constituents are compelled to erect suitable and convenient school-houses to attract the attention and ensure the comfort of pupils as well as of efficient teachers, our school system with all its noble efficacy will prove in a great measure a failure. The general regulations in regard to religious instruction are not followed in any of the schools in this township. The Revised Programme for County Board examinations is observed, but the questions are not printed. The few schools in which prizes have been distributed show that considerable influence can be derived from the system.

3. *Angus McDonell, Esquire, Kenyon.*—I have great pleasure in stating that, with the exception of School Section No. 14, all the schools in this township have been in good working order and have been well attended during the most part of the year. The result was, that out of 12.7 children of school age in this township, 1198 received a good share of education during the past year. This shows clearly that parents esteem highly the present school law, so much so that they seem to be always ready to avail themselves of the advantages which its provisions afford. The free school system is thoroughly adopted this year. The Trustees are generally inclined to employ good teachers, yet I regret to say that many of the large school-houses which had been lately built in this township are still without maps. But I must mention that this neglect of duty on the part of the Trustees has not occurred through the want of will, but through the want of means. Accept my thanks for your prompt answer to all my queries relating both to Common and Separate Schools during the past year.

## II. COUNTY OF STORMONT.

4. *The Reverend Alexander Matheson, Osnabruck.*—Were I only able to do so conscientiously, it would be exceedingly gratifying to me, to give a more flattering account of the progress of education in our township. Many things tend to impede the successful working of our excellent system. There is still a great want in this section of the Province, of able and experienced teachers. This arises, principally, I believe, from the fact that there is really no inducement, in the most of our sections, for competent teachers to offer their services. With much regret I say it, yet it is the truth, that many Trustees employ the teacher who will agree to accept the lowest amount of remuneration. There is also, a great lack of maps, and apparatus, which are so essential to the teacher in the discharge of his duty. But while I cannot help referring to these things which are the dark side of the picture, I am happy to be able to present a bright side also. During the last year a great step has been taken in the right direction, in the way of building. Five excellent new school-houses have been built in this township. In Aultsville, a new brick school-house has been built, 42 feet by 30, with walls 11 feet high, and well finished inside, which reflects much honor on the Trustees and rate-payers of Section No. 4. It is by far the best in the township. In Section No. 3, an excellent brick house has been finished, neat and commodious. It is valued at \$450. Sections Nos. 6 and 15 have built good substantial frame houses filled in with brick, and well painted. The rate-payers of Section No. 20, have also built a good log school-house. In all these, the desks and seats are of the latest and most approved style. I am sorry to say, that owing to circumstances, over which I had no control, I did not succeed in giving so many visits and lectures as last year. I intend, however, God willing, to commence this work immediately.

With a desire to furnish the most competent teachers possible, the County Board is making a gradual progress upward in the standard of qualification for teachers. The examination papers are printed according to the revised programme. For minor details regarding our schools, I refer you to the accompanying report. With all the light and progress of the present age, we have still not a few parents and guardians who are indifferent to the education of their children. It is a very difficult thing to impress upon their minds a sense of the responsibility that devolves upon them. I hope, however, that there is a gradual improvement going on amongst us. In closing these remarks, I cannot but express my gratitude to you, Sir, for the kindly manner, and the readiness with which you have given me any information desired during the four years that I have been honored to hold the office of Local Superintendent in this township. May you have light and wisdom from on high to guide you in your efforts to advance the cause of education; and may the time soon come when knowledge shall cover the earth as the waters cover the sea.

5. *The Reverend D. Gordon, Roxborough.*—From my Annual Report you have a general view of the condition of the schools under my supervision. It affords me much pleasure to state that education is making good progress in the Township of Roxborough. And while I can upon the whole speak favorably of the progress of education amongst us, yet, I grieve to say that we meet with many unnecessary discouragements, such as the blanks in my report point out. The majority of the children reported as attending no school, are those of Roman Catholics, especially French Canadian parents, whose indifference is the main cause of their children's non-attendance. I find, also, that it is next to impossible to get the people to make any effort towards procuring the necessary maps, apparatus, prize-books, etc., etc., so as to accomplish the grand end of our admirable system. I still hope, however, to accomplish more, in this direction, during the coming year.

### III. COUNTY OF DUNDAS.

6. *John J. McLaughlin, Esquire, Williamsburgh.*—In transmitting to you my Report of the last year, I have little of importance to add to those of my former reports. Those who employ good teachers receive the benefit of thorough instruction; and those who do not, receive all they can anticipate, and that is but little, and perhaps that little is too much of the kind. There is labour in sowing good seed, but when tares are sown with the wheat, what must the labor be to him who undertakes to eradicate the one, without preventing the growth of the other? To these remarks, it may be replied, "Do not all teachers undergo a thorough examination before receiving authority to teach?" This is true; but many who stand a very creditable examination, are worse, if possible, than useless, when they get the charge of a school. Many adopt school teaching as a mere temporary employment, preferable only because more remunerative than manual labor, not merely as a means for obtaining some ulterior end. Such teachers think only of dollars and cents, not of the responsible duties of their office; they would gladly cast teaching to the winds at any moment, if the means of accomplishing their favourite wish would only present itself. Such teachers are mere public nuisances; and yet they find employment because they accept what most sections are willing to give, and that is but little; still, that little is too much for such services. We never shall have the youthful mind thoroughly cultivated so long as Trustees offer from six to twelve dollars per month, which of course would only be accepted by some cumberers of the ground. Every one knows that a good article of any kind brings a good price, and no one offers any objections to pay it; but most people think education alone is an exception to the general rule. They will not be persuaded to offer liberal wages to teachers, hence the deplorable condition of some of the schools. I am glad, however, to be able to state that there are some excellent teachers in this Township, whose names I would gladly mention here, were it not for reasons which I do not consider prudent to state. There is no movement in this Township about a public library, municipal funds find other channels, perhaps more remunerative to the public purse and more congenial to the public mind; this is greatly to be regretted. You will see from my report that a very small number of the schools under my supervision are opened with prayer, notwithstanding all that has been said on this important matter. You will also observe that there are teachers of certain religious orders, who uniformly open and close their schools with prayer, and there are others who as uniformly do not open and close with prayer. I am persuaded, however, that this fault rests with the Trustees. I believe that an extorted prayer is no prayer at all, or

is equivalent to none, and may as well be dispensed with; it is a glaring mark of unrenovated humanity when teachers neglect this important duty, yet it may do good to the public when a man appears in his true character. The *Journal of Education* still retains its influence, and is gladly received by all who are capable of appreciating its merits.

#### IV. COUNTY OF RUSSELL.

7. *Samuel Barnard, Esquire, Cumberland.*—The separate school report is not as full as desirable. A union of the Grammar and Common Schools has taken place, and an efficient staff of teachers is employed, so that the prospect of the schools rising to a higher standard than heretofore is very encouraging. It also gives me great pleasure to report that preparations are being made to build a large, substantial and suitable school-house. Such a school-house is undoubtedly very much needed. I believe the revised programme for County Board Examinations is observed, and the questions are printed. I was delayed by the Trustees of some of the sections in getting some of the statistics necessary to fill up my annual report. In some cases it is difficult to get Trustees to do their duty, and in several cases I had to return their reports. Neither Trustees, parents, nor teachers appear to take the deep interest which they ought to take in libraries in their sections. Only five of the sections have books in circulation. Prizes were given in only two instances in individual schools. Eight of the schools were opened with prayer, and eight made use of the scriptures. As usual, a sad irregularity in attendance on the part of pupils is reported. This has a very bad influence on the plans and efforts of the teachers. Various causes have been assigned, such as distance from school, inability to spare and send the children to school, and especially carelessness on the part of parents. Some blame may perhaps rest on the teachers in not making every effort to secure a larger and more regular attendance. Some blame may also rest on the Superintendent in not referring to this in his public lectures. The *Journal of Education* is thankfully received, and its valuable information very much appreciated.

8. *James McCaul, Esquire, Clarence.*—I have the honor to report that I have visited all the schools in this township since my appointment as Local Superintendent of Schools, and have found that all the schools have made satisfactory progress during the past year. The average attendance is not what it should be, for you will perceive from my report that at least one-fourth of the children of school age do not attend any school, and many of those that do are very irregular in their attendance, and often those nearest the school-house are more irregular than those at a distance, so that the irregular attendance must be attributed to the negligence of parents and guardians. There are three libraries in the township, viz., in S. S. Nos. 1 and 2, and in Union S. S., No. 3. The Trustees of School Section, No. 1, omitted making any returns respecting the library; but I know that the books are properly taken care of, as I have examined the state of the libraries every time I visited the schools, directing the teacher's attention to any volume I found without a cover. The *Journal of Education* is regularly received in all the sections, and is highly appreciated. In all the English schools the scriptures are read daily, and nearly all are opened and closed with prayer. In all the French schools religious instruction is given, and they are opened and closed with prayer. I was delayed in making my report by the Trustees of some of the sections neglecting to fill up their annual reports properly, as I had, in some instances, to return them for correction. There are now comfortable and commodious schoolhouses in all the sections with one exception, owing to the Municipal Council appropriating some of the Clergy Reserve moneys to each section, to aid them in erecting new school-houses.

9. *The Reverend George W. White, Cambridge and Russell.*—In sending you the remarks which are expected to follow the Annual Report of a Local Superintendent, having had the oversight of the schools of the Townships of Cambridge and Russell for so short a time, I cannot be expected to express any very decided opinion as to their advancement. I must speak of them as I found them. You will see by the report, that those pursuing the higher branches of study are comparatively few; but then the same may be said of all portions of the country recently settled. Parents needing the assistance of their children cannot spare them very long, or send them to school very regularly, so that few gain more than a knowledge of the rudiments. Still there are in the Township of Russell some schools, whose reports show a fair average in the higher branches; and it is to be hoped that, as the other parts of the township become more settled and prosperous, the same results will follow. And although little can be said about the state of education in the Township of Cambridge,

as the meagre report will show, still it must be remembered that the greater part of it is in the hands of a few land speculators, and consequently it is very sparsely settled. Indeed, it may safely be said that there would be no schools of any kind in Cambridge, were it not for the school system, which causes the absent holders of land to contribute, by municipal taxation, to the support of education. You will notice but two schools open during the past year, and one of these but a little more than half of it. Another, No. 4, was organized some time ago, but a teacher has not been engaged as yet. In giving my opinion as to the non-attendance of some of the children, I should first of all give the usual answer, "indifference of parents." But there are other reasons; some live at a very great distance from the school, making it impossible for the small children to attend. The parents of others cannot provide suitable clothes for them. And again, it is my opinion, that, as everything good has its drawbacks, the non-attendance of children may be often found to result from the fact of the schools being free. Parents do not feel the loss of that which costs them nothing, and thus they often defeat the good intentions of those who have no direct interest in the school, but who desire only that none shall be deprived of the advantages of an education. If some method could be devised to secure the attendance of all, it would be a great satisfaction to those who pay largely for the education of their neighbor's children. I cannot answer the question as to the manner of conducting the examination of teachers at the County Board, as the great distance, 60 miles, and my numerous professional engagements prevented my attending them. Both superintendents and teachers have hitherto felt this to be a great inconvenience; however, it is to be hoped, it will soon be remedied, as a Grammar School has lately been opened in the Township of Cumberland, and doubtless the County of Russell will, ere long, have its own Board. No prizes worth mentioning have been awarded. It is to be hoped that the township competitive examinations, which are found to work so well in some of the neighbouring townships, will soon be adopted.

#### V. COUNTY OF CARLETON.

10. *The Reverend William Lochead, Gloucester.*—The schools of the Township of Gloucester now number nineteen. To these schools I have paid 56 visits, averaging three to each, and have delivered upwards of twenty addresses. The schools have been in operation during an average of 11 months and 10 days. They have been taught by 11 men at an average salary of \$260 each; and by eight women at an average salary of \$150 each. A Protestant Separate School was formed and existed eight months. It has now ceased to exist as a Separate School. A new section has been established embracing the principal families of the Separate School. No. 1 has been converted into a Roman Catholic Separate School. The adjoining sections, Nos. 2 and 4 in Gloucester, and No. 3 in Osgoode, must be greatly weakened, in consequence of so many Roman Catholics in these sections separating from them to unite with section No. 1. It remains to be seen whether they can exist, except under female teachers and at a small salary. I regret that I have to report 276 children of school age who do not attend any school, during any portion of the year, being upwards of one-fourth of the whole number of children living in the township between the ages of five and 16 years. And again I regret to have to report that of the number 1,116 actually enrolled as scholars, an average attendance of about 447 only is reached, shewing an average attendance of between four and five months for each scholar, while the school has been open between 11 and 12 months. To remedy this evil, some are of opinion, that as the law compels men who have property and no children, to furnish the means of educating the children of the section in which they reside, so the law should also compel those who have children, to send them to school, during a certain number of months each year while they remain of school age. Upon the whole, I believe, the cause of education is making steady progress.

11. *The Reverend James Whyte, Osgoode.*—The Report which I herewith transmit speaks for itself. It shows general progress, but, at the same time, illustrates the saying, "Whosoever hath, to him shall be given, and whosoever hath not, from him shall be taken, even that which he seemeth to have." The schools which have been well attended to by Trustees and teachers, and which have consequently been in a prosperous condition, are becoming more and more so year by year; whereas the schools which have been neglected are becoming every year, in some respects, worse. Prizes were given in two of the schools at least, with good results. The results would be still better were reward cards, or something similar, given to each of the unsuccessful competitors. Public examinations are becoming

more frequent in one section of the township. The privilege of a library is one that has not been generally appreciated. I understand that the books are being called in by the Council in order that they may be examined, and repairs and additions made before being issued again. The revised programme for County Board examinations is followed, and the questions are printed. These questions, however, are changed about every two years. The general regulations for religious instruction are not observed as they ought to be; this depends very much on the character of the teacher. In the Annual Reports which I receive, the usual reason assigned for non-attendance of pupils is "indifference of parents." This is, however, by no means the only cause. Let the Trustees perform their part in providing the school with an efficient teacher, and give him the proper encouragement, and let the teacher take a hearty interest in the educational welfare of his pupils, employing kindly and systematically the best methods of teaching, and the indifference of parents will not be mentioned so frequently as the only cause. How often do we hear something like this said, "under the last master we had to force our children to school; but now they cry if they are not allowed to go." All our schools were free last year except one which had a rate-bill of only 12½ cents. Nearly all were taught twelve months. All are provided with black-boards, and all have maps except one. Three of our teachers had third-class certificates from the County Board. Five of them had the benefit of a Normal School training. The average salary is \$204. Our third annual public examination of all the schools of the township was highly satisfactory—our County M. P. being present, as well as the Reeve and Township Council, and all taking a lively interest in the proceedings. A number of prizes were given by the friends of education in the neighborhood besides those given by the Township Council. The exhibition was very creditable to all parties. I cannot conclude these remarks without referring to an event which will, I trust, exercise a highly beneficial influence on this section of the country—the establishment of an Educational Institute for Central Canada. The Institute was fully organized in January last, and the programme of its first meeting—to take place in Ottawa in August—agreed upon.

12. *The Reverend C. F. Emery, Fitzroy.*—All the schools in Fitzroy Township have been well attended with one exception; in this case incompetency of the teacher was the cause. I have observed a considerable awakening to the importance of education this last year, which I chiefly attribute to the true principle of educating more generally adopted in the place of the pernicious system of cramming. Several superior teachers have been added to our numbers, whose value has been acknowledged by an increase of their salary for the present year.

13. *The Reverend William Lochead, Marlborough.*—There are 12 Common Schools and one Roman Catholic Separate School in this township. Of these, Section No. 12 was in operation only four months, the school-house having been burnt in the great and general conflagration that raged in this township during three weeks in the months of July and August last. The average length of time during which the schools were kept open was 10 months and 14 days. I paid to these schools 35 visits and made 14 addresses. Most of the sections are poor, and suffering the consequences of poverty. Two new school-houses have been erected during the year, one log building costing one hundred dollars, and one stone school-house for Section No. 5, at the Village of Burritt's Rapids, costing upwards of one thousand dollars. It does the section great credit; there is no such school-house seen in the richer adjoining townships. It encourages us to hope that, as the country improves in material wealth, that improvement will tell on our educational and religious institutions.

## VI. COUNTY OF GRENVILLE.

14. *Robert E. Brown, Esquire, Augusta.*—Since my appointment to office in June last, I have visited each of the schools once; and not knowing by personal inspection their condition previous to that time, I am unprepared to state the proficiency the pupils have made during the year. My predecessor, the late respected James Clapperton, who had filled the office for several years, visited the schools in April; and his remarks in the Visitors' Book afford evidence that some of the schools were progressing in a manner very satisfactory. Since the beginning of the year the Trustees of several sections have secured the services of teachers, who, I learn by inquiry, are giving every satisfaction in their respective schools that could be desired. I purpose visiting the schools again as soon as practicable; and I trust that I may have it in my power to verify the reputation those teachers have acquired for themselves. The neglect or apathy on the part of some teachers respecting quarterly examin-

ations is very culpable. I shall not fail hereafter to urge upon them its importance; and also other duties which undoubtedly would tend to enhance the interests of the schools. The Trustees of some sections might be blamed in regard to School Reports, were it not for their willingness to do the best they can. I do not attach any wilful neglect to them for the manner in which their Annual Report is filled up; they require both instruction and assistance in adjusting the financial part; which I intend to give them when practicable to do so. Respecting a uniform series of text books, there might be something done for the improvement of schools, if Trustees will act upon the suggestions which I shall not fail to make them. There are other matters I purposely guard against adverting to, until I shall have an opportunity of speaking advisedly.

15. *William B. Inrvie, Esquire, Edwardsburgh.*—The most pleasing feature in my Annual Report this year is that the whole of the schools within my charge are *free*, and that as a natural consequence the attendance has been large. The Clergy Reserve Fund was formerly equally divided among the schools; now it is apportioned like other school moneys, according to attendance,—a change which will doubtless stimulate parents to send their children more steadily during the whole year. The next and most commendable improvement is that several sections have re-engaged their teachers, greatly to the advantage of the pupils and to the reputation of the teachers. There are of course Trustees who act very differently, being too desirous of lessening their taxes by engaging cheap teachers; but as they too are beginning to see with what painful results they do this, I anticipate in this respect a much better state of things for the future. As regards school requisites, viz.: maps, apparatus and prize books, I regret to have to state there is great destitution. Many have promised, and I trust will apply to the Department for some or all of these, and I am quite sure all ought to do so, since I know of none who are not perfectly able, many, if not all, having a sufficient sum of money on hand which ought to be devoted to that purpose. Next to procuring the services of a good teacher, I do not know of anything which would so well repay them, or tend more to aid and encourage children in an enlightened and successful prosecution of their studies. One new school-house (stone) has been erected during the year. It was much needed,—the old one being neither safe nor comfortable. Several of the same description yet remain, though I must add that the people generally are anxious for better ones, and I hope they will get them. School meetings are conducted much more quietly and regularly than they used to be, and the whole of the business connected with schools has been so much improved, that my intercourse with Trustees and others has really become a source of pleasure to me. The teachers have been examined from a printed programme according to the Regulations, and I think, on the whole, more satisfactorily. In numbers, the supply, at present, is greater than the demand; but first-class teachers holding Normal School certificates, are much required. As I have had occasion to say before at my stated examination of the schools, I never deliver what might be called a regular lecture upon education; my plan being, after I have thoroughly inspected the state of the school, simply to give utterance to such remarks of a practical character as may be thought suitable to the comprehension of the pupils, and the nature of the proceedings. This, I find, answers every purpose and seems to give satisfaction. In conclusion, I have to add, that, upon the whole, I consider much progress has been made, the status of the teachers is higher, and the education of the young better cared for.

#### VII. COUNTY OF LEEDS.

16. *Henry Lillie, Esquire, Yonge Front.*—The schools in this township, as a whole, are not in so prosperous a condition as I could wish, though there are a few honorable exceptions. I am happy to say these are exerting a valuable influence in our township. One of the drawbacks is that several of the sections are too small, so that the Trustees are unwilling to employ any but cheap teachers, for fear of entailing a heavy expense on the section. In most of these sections female teachers are employed, of whom only a small proportion are properly qualified. I find it invariably the case that when good practical teachers are employed, the attendance is much larger in proportion to the number of scholars residing in the section. I have found it extremely difficult in some instances to make the trustees and parents realize the importance and advantage of employing experienced practical teachers. They do not seem to understand that such teachers are calculated, not only to create an interest in the school and thereby induce a much larger attendance, but that the pupils will improve much faster under their tuition. In my first visits to some of the schools during the past year I observed that several of the teachers

attached too little importance to thorough teaching, especially in some of the more common branches. Upon such I have not failed to express the necessity of being energetic and practical in order to succeed. I may remark here, that in my last visits I observed a marked improvement with most in this particular. I found it extremely difficult at first to induce the Trustees and others to attend the examinations of schools and other visits. An apathy and want of interest in the advancement of the schools seemed to pervade the public mind. The inhabitants assigned as a reason for their indifference, that, heretofore the most of the Local Superintendents took no trouble to give notice of their visits, and very seldom gave any kind of a lecture. I think such neglect ought not to be tolerated. I would suggest that our County Councils weigh well the responsibility of appointing Local Superintendents. I fear too many have been appointed as political favorites, without due regard to their qualifications for the office. None but a competent man should be selected; one whose experience and practice will enable him to discharge the duties devolving upon him with efficiency. I was not remiss in my duty in giving the required lectures to the various schools, and, in most cases during my last visits, with very good attendance. I trust they will prove beneficial to the schools, and that our Local Superintendents in future will not neglect so important a duty. The most of the sections have comfortable school-houses, but only a few of them are provided with proper maps and apparatus. Some of them have not even a black-board. I have endeavored to impress upon the teachers the propriety of furnishing the schools with proper facilities for illustrating many of the branches which the pupils are learning. I think it a liberal provision of the Educational Department to furnish prize and library books by having only one half the value of them remitted. The free school system, I am happy to state, is becoming more and more popular in this township. The majority of the schools, I believe, are free, and the rest are nearly so. One Section No. 4 (a populous one) has voted a tax of only ten cents per annum on each pupil. Notwithstanding the fact that most of the sections have adopted the free system, there is still considerable opposition to it, owing to the prejudices and selfishness of those who are the most wealthy, and who have few or no children to send. These seem to be destitute of that philanthropy and public spirit which characterize those who aim at the elevation of their country or their posterity. The sentiment is becoming very generally embraced, that the expenses of educating our youth should be defrayed by the property of the country. It is my humble opinion that a legislative enactment establishing a free school in each section, would be hailed with general satisfaction throughout the Province, and would prevent much of the bickering and local contention which now exist. There are but few children returned as not attending any school. The principal reason assigned for non-attendance is indifference or neglect on the part of parents. I think if good, earnest minded teachers were employed in every school, this neglect would be greatly remedied. The new course of study recommended is adopted by only some of the teachers—those who are best qualified,—and in part by others. I find teachers generally hesitate to introduce any improvement with which they are not familiar, and which they did not learn while attending school. If a greater discrimination were shown in the selection of teachers by Trustees, I think others would strive the harder to improve. The regulations in regard to religious instruction are but partially observed. The Bible or Testament is used or read in only one or two sections. Prizes have been distributed in but one or two instances, and these have been quite limited—such as teachers voluntarily presented to the pupils. The want of interest on the part of Trustees generally in this particular, as well as in visiting schools, is too apparent. Much good might be effected in this direction. I regret to report there are only two or three libraries in this township, and these contain only a limited number of volumes. The revised programme for the County Board Examinations is adopted, and the questions are printed. I have much pleasure in stating that the examinations are becoming more and more thorough. The examination in Circuit No. 1, in January last, will doubtless leave the impression, that those who wish to procure certificates must be well qualified. The *Journal of Education* has been received in every case except one. I think it is doing much good, but is not so generally read as could be desired.

17. *C. Lee Ripley, Esquire, Crosby South.*—I report eleven schools in this township, ten of which are in operation at present. In Section No. 4, the Trustees think it not advisable to continue the school through the winter season, on account of the distance the pupils have to travel to the school. In Sections Nos. 5, 6, 9, and 16, prizes have been given with a good result. There is no school library in this township. The reason assigned for



non-attendance is neglect. Section No. 15 (formed seven years ago), opened the school in September last, in a vacant house purchased by the Trustees, which makes a very comfortable school-house. The schools are all conducted upon the free school system, with the exception of one, which raised \$28.20 by rate on pupils, and \$103.03 by Trustees' tax. The free school system appears to be appreciated in this township, and I am of the opinion that the time is not far distant when all our schools will be conducted upon that principle. Taking all matters into consideration, the schools in this township are progressing favorably, and in some sections the Trustees are manifesting a disposition to improve their schools by the selection of good teachers. Still, I am sorry to say, that in some sections money seems to be the object; so that in such sections it is only the cheapest teachers that are employed. I found only one school in the township with maps. I think that each school should be supplied with the map of Canada at least. The revised programme for County Board Examinations is observed, and the questions are printed. In conclusion, Reverend Sir, permit me to return my thanks for the promptness and despatch with which my correspondence, during the past years, has been answered. I trust that you may long be spared to preside over the Educational Department of Upper Canada.

18. *The Reverend John Carroll, Leeds and Lansdowne Front.*—There appears by reports 60 children who are not attending any school, and the reason assigned in some reports is indifference of parents. With this reason I do not altogether agree, because parents are often constrained to keep their children from school to aid them in their farm and domestic occupations. From the reports it appears that the general regulations with regard to religious instructions are carried out in about one-half of the schools. The revised programme for County Board Examinations is followed, but the papers are not printed, and the candidates are required to give their answers in writing. These examinations are generally hurried through, four or five hours being the time usually occupied, and it appears to me a matter of impossibility to test the qualifications of teachers in so short a space of time. The reports state that the books in the libraries are labelled and numbered, and the regulations strictly observed.

#### VIII. COUNTY OF LANARK.

19. *The Reverend John Bell Worrell, M.A., Elmsley North.*—I am about to remove, and so must necessarily vacate the office of Local Superintendent, which I have held for fifteen years. It may not, therefore, be unbecoming in me to take advantage of my Annual Report, to briefly give in my unbiassed testimony to the working of the school law. During the long time I have held the office, I have grown to take a great interest in the schools and the scholars in the Township. Almost every boy and girl is known to me. I have witnessed the good which the school system has done, and the improvement which it has wrought. I have no hesitation in avowing that I regard the National School system as a great blessing to the Province. But, I, by no means, think it insusceptible of improvement. I must report now what I have written before, that I should be glad to see the religious element more powerful than it is. "Religio" bears the first place in the common school motto, but no one could honestly say that this is its position in the school-working. I really can see no reason, except sectarian jealousy, why religious denominations should not have the power to establish their Separate Schools, especially in Cities, Towns and Villages, and remain working in harmony with the school system. At any rate it must be confessed that a religious education is the best; and the only ground of defence that all education is not so, is the divided state of our population. On another point I think the school law susceptible of improvement, *i. e.*, in enacting that all schools should be free, and in some way compelling the attendance of children of a certain age. So it is in Prussia, and I don't think it infringes on the liberty of the population. And lastly in regard to the office of Local Superintendent. At the Teachers' convention last year, the present system of having Township Superintendents was unanimously condemned, and I think properly. I believe County Superintendents would be much more efficient, and especially if the post was given to first class teachers, of not less than 10 years' standing. This would tend to make the honor of the office not dependent on municipal elections, and would ensure a fit person for what is, if properly filled, a very important post. I beg of you to believe that these remarks are offered in a good spirit.

20. *J. A. Murdoch, Esquire, Drummond, Bathurst, Lanark, Dathouse, Sherbrooke*

*North, Lavant, Darling.*—During the year the schools have been nearly all in active operation; and one new section has been started in the Township of Dalhousie. Some new school-houses have been built, and steps are being taken to erect several others forthwith. As a superior description of school-houses has been scattered over these Townships since our school laws came into force, the children are now much better accommodated than formerly; and the attendance is yearly becoming more numerous. I am, sorry, however, to say, that in two or three Sections, there are buildings of the most miserable description, still used as school-houses. In these the children are sadly straitened for room, and cannot study with any degree of comfort. These are to be found in places where the farmers appear to be in comfortable circumstances, and are quite able, if they choose, to build a good school-house. When a visitor enters one of these narrow, low-roofed structures, of old standing, and crammed to excess by children, he finds he has entered a vitiated atmosphere, and soon wishes himself out again. It is surprising that parents should prove so very indifferent to the health and comfort of their children. Both the Perth and Lanark Sections of the Board of Public Instruction use the Revised Programme, and for the first time made use of printed questions at the last semi-annual examination. On the whole, our schools are progressing favorably. The inhabitants have had time to experience the working of the School Act, and very few disputes arise nowadays. The free school system still gains ground as the best and cheapest mode of supporting a school. In a short time no other mode will in all probability be adopted. Even in those Sections which still retain a rate bill, it is merely nominal.

21. *The Reverend Solomon Mylne, Montague.*—I have the honor to report that 17 schools were in operation in this Township, for 1864. Some Sections are large, and the teachers in these are very good; but in most cases the Sections are small, and the qualifications of the teachers consequently inferior. The attendance of the pupils I consider, under all the circumstances, very good. Nearly all the Sections have adopted the free school system. We examined the teachers on the last occasion by means of printed papers. I am sorry to add, that, although the New Testament is read in nearly all the schools, few of them are opened with prayer. From my growing acquaintance with the parents and teachers, I am hopeful as to the progress of education among us.

22. *The Reverend John McKinnon, Beckwith.*—The want of interest in the education of their children on the part of parents, is the only apparent cause of non-attendance of such children, for as much as the schools in the Township are nearly all free, and there are very few very poor people. I believe the Sacred Scriptures are read in most, if not in all of the schools; but in a manner so formal, as not to produce the desired effect. I am not aware that religious instruction is imparted by any Minister in the schools. In short, I have a strong conviction that our school system, with all its excellencies in other respects, does not meet the moral and religious wants of the youth who attend our schools. When I say this, I confess I know not what remedy can be applied in our mixed community. The Revised Programme for the examination of teachers is observed; but an oral examination takes place at the July meeting of the Board. I am sorry to say that the libraries that do exist are in a very neglected state, and the books seldom read.

23. *The Reverend Alexander Mann, Pulcnam.*—During the last year some schools in this Township were taught with distinguished ability and success. The services of the teachers were also duly appreciated by the parties chiefly interested. Others were conducted in a creditable manner, the masters' duties having been discharged faithfully and efficiently. With respect to partial failures as compared with former years, these resulted not so much from lack of scholarship on the part of the teacher, as from want of tact in conducting the business of the class-room. It may be added that, in the cases to which reference is made, the schools had, on various occasions, been in charge of excellent teachers. As regards school libraries, they do not seem to have been serving the purpose for which they were procured. Few books were read in the course of last year. It appears to me, however, that the case would have been different had local regulations been strictly observed. Sufficient means have not uniformly been used for the preservation of the books. Some of them are not covered, while others require to be re-bound. In reference to the non-attendance of children of school age, various causes might be assigned for their absence. It may be that in some instances it proceeded from indifference on the part of

parents and guardians. I think, however, that the chief causes were that some children were too young to go to school on account of the distance of the school-house from their houses. And others more advanced in years, were engaged in agricultural labor, family circumstances rendering this necessary. So far as teachers were concerned, the rules in regard to religious instruction were observed. Others do not seem to have found it expedient to avail themselves of the facilities afforded in this matter, by provisions of the Common School Act. They attended to this duty either privately or in the Sunday Schools. The Revised Programme for County Board examinations was observed, but the questions were not printed.

#### IX. COUNTY OF RENFREW.

24. *The Reverend Thomas S. Campbell, Wilberforce.*—On the whole the schools under my charge have retrograded rather than improved during the past year, both as regards attendance and efficiency. The teachers in their reports attributed the non-attendance to the negligence of parents; but in my opinion, other causes might be assigned, such as the extreme poverty of many families, and the prevalence of contagious disorders, small-pox and scarlet fever, during the past nine months. The inefficiency of which I complain is only manifest in some sections under my charge, and it is to be attributed to the fact, that the Trustees in these sections have engaged what they are pleased to call a "cheap teacher," and as a material consequence have, at the same time, obtained an inferior one. It seems to me that an improvement might be made by abolishing altogether "third-class certificates," and thus get rid of those teachers of whom I complain, and who are doing more harm than good in the sections where they are employed. In our County Board examinations we follow the revised programme, but our questions are not printed. We intend, however, to introduce written ones at our next meeting in June. In concluding, I have to thank your department for the promptness and courtesy with which my communications have been replied to during the past year.

25. *The Reverend Michael Byrne, Bromley, Grattan, Algona and Brudenell.*—The principal remarks I have to make are regarding that part of the School Law which provides for the qualification of teachers, and which appears to me to be far from satisfactory. By the present state of the law the teacher is obliged to hold his license to teach completely at the pleasure of the Board of Public Instruction. This body grants certificates of qualification for three months, for a year, for two years, and sometimes till annulled, and when they see fit they annul every teacher's certificate within the jurisdiction of the Board. My object in making these remarks is not to accuse the County Board of Instruction of abusing the powers with which they are invested, but to bring to your notice the many inconveniences, and apparently unnecessary ones, to which the practice of such a law subjects the teacher. When it is found that the aspirant to the office of lawyer or physician has successfully undergone a due course of studies, he receives from the proper authorities his diploma, which he is certain of retaining through life. It is so with the mechanic who, after a regular apprenticeship, obtains his indentures, goes to work at his trade with the certitude that there is no law in the country which can reduce him back again to the state of an apprentice. Not so, however, with the teacher, how excellent soever he may be; for should he fail in obtaining a renewal of his license, he is reduced to the condition of a pupil instead of a teacher. To me this appears radically wrong; for when a person stands before the Board for examination, he is then and there found either to be qualified or not; if qualified, it does not appear a very extraordinary privilege that he should obtain licence to teach *ad libitum*; but if found to lack the necessary qualifications, it is evident he should be rejected without hesitation. Would not such a course supersede the necessity of the never-ending examinations to which the teacher, at present, is subjected? And would it not raise his condition to a more satisfactory and better standard than he now obtains? By the operation of this law many of the teachers of this county are frequently put to great inconvenience; those living in Brudenell, for example, are at least forty miles from Renfrew, where the Board meets in June and December, at one time the heat is often excessive; at the other, the roads are often next to impassable. Then there are no railroads, no travelling by canals or rivers, no public vehicles by which to make such a journey. The poor teacher, whose salary is from one hundred and sixty to two hundred dollars a year, is obliged, in order to have his licence renewed, to hire, out of his own small means, a private conveyance, and pay his own expenses during a journey of three days which

it takes to go and return. Should such a journey, made at so great a sacrifice, be any improvement either to the teacher or the youth committed to his charge, that might be judged a good reason for imposing it on him. But no, he goes before the Board, answers the same questions he has so frequently answered before, and receives a renewal of the necessary license to teach.

26. *George Brown, Esquire, Admaston.*—I have much pleasure in reporting that the Common Schools in Admaston, are making progress and doing much good. There is no doubt that the whole school population is not reaping the benefit of our noble system of education; but it must be remembered that this Township is large and thinly settled. The school sections are large, otherwise the people would not be able to support the schools. The people are also generally in poor circumstances, and some of them are placed at such a considerable distance from the school-house, and their children are so poorly clad that they cannot send them to school; but when they can, they almost universally embrace the opportunity afforded them, by our excellent school system, of educating their children. Under all these circumstances, therefore, I think I am fully justified in stating that the schools in this Township, are making progress under the able management (I am proud to say) of as intelligent and industrious teachers, as can be found in any Township in the backwoods. And although the inhabitants are of different religious opinions, and from different countries, the utmost unanimity prevails amongst them regarding their school matters, and consequently we are not cramped and weakened by separate schools. In consequence of the almost universal failure of the crops last year, in this part of the Province, the people are very much reduced in circumstances, and many are in want of the common necessaries of life; the payment, therefore, of their school-taxes is this year a heavy burden; and they have applied to me to bring their case under your notice, and crave that you would have the goodness to grant them some assistance from the poor school fund, for which they say they will ever remain grateful.

27. *The Reverend William Tomblin, Alice and Pembroke.*—The cause of education is progressing in these Townships as well as can be expected, when we consider the circumstances of most of the people, arising from the failure of crops, &c. In the newly settled Township of Alice, many of the larger children have to be kept at home to work, and during some seasons others have to stay within doors, for want of shoes and clothes. Distance and the state of the roads also operate on the attendance. In winter some of the children may be seen coming to school on snow-shoes, for want of beaten roads. Maps have been ordered for two of the schools in that Township. Nothing has been done in either Township, in the way of libraries. The Board of Public Instruction follows the revised programme, but uses written questions. Of late the examinations have been much stricter than formerly. Notwithstanding this, some of the teachers have taken higher certificates, thus manifesting a purpose to advance with the times.

28. *James Johnston, Esquire, Horton.*—It would afford me much pleasure could I only conscientiously give a more flattering account of our schools. I find there are some drawbacks to the successful working of our admirable school system. There is a great want of able and experienced teachers. This arises chiefly from the want of enlightened and liberal views on the part of many of our Trustees, and people; instead of looking upon the best teacher as the cheapest, they look upon the cheapest teacher as the best. But while I cannot help referring to these things, I am obliged to say that, during the past year, not a few of our schools have made a decided improvement. The free school system is becoming more popular, and I think the time is not far distant when it will prevail in this Township. The revised programme for County Board examinations is observed, but the questions are not printed. The returns of our school moneys are not very correct, some of the poorest and newest sections not having Trustees capable of arranging their financial accounts. If the report is sent back, it is likely to be returned more unintelligible than ever. If I carry it back, the probability is that the person knowing most about it is at a distance in the woods, and that all the auditors can tell is, that they believe every thing to be done honestly. In this respect I hope there will be improvement. Our Sunday Schools and libraries are very low. Some visible good has followed the delivery of public lectures; though, unfortunately, the persons most needing their influence are difficult to be reached. Prizes have been awarded on a small scale, and have had a good effect. The cause of non-attendance is the neglect of parents. But I trust to see this done away under the free school system. We had 10

schools in full operation during almost the whole of last year, and have raised another for the present year. On the whole it is very encouraging to find improvement in this township.

#### X. COUNTY OF FRONTENAC.

29. *George Malone, Esquire, Wolfe Island.*—The schools in this township, 17 in number, (14 Common and 3 Separate), are all in a fair state of efficiency. There is no new feature to claim anything special from me, except that in Section No. 1, or Garden Island, the proprietors, Messrs. Colvin and Breck, have erected a very commodious and handsome school-house entirely at their own expense, and have furnished it with maps and other school necessities. Here also is a good Sunday School Library, kept in the best order under the care of the junior partner, Mr. Breck, who takes a lively and active part in promoting the education and interests of the people of the Island. It would be well for society if more such examples of *talking little and doing much* were found amongst us. In Separate School No. 6, the teacher, by a permit from me, taught during the first six months; but not having attended the summer examination of teachers, she was disqualified for the last half-year. I think the rigor latterly pursued by the Board of this County in framing questions for the examination of teachers has had a salutary effect in its operation.

30. *The Reverend Thomas S. Chambers, Storrington.*—The interests of education in this township are making favorable progress. There is a commendable degree of attention paid by many to this important individual and public boon. This appreciation of it has been evinced, among other ways, by the erection of neat, substantial and commodious school-houses in place of the old fashioned, dilapidated buildings formerly occupied. Some of these new structures are highly tasty, and creditable to the heads, hearts and purses of the parties concerned. There are some individuals, however, who underestimate the benefits arising from this valuable attainment, and suffer their children to grow up in lamentable ignorance. I have sometimes wished that regular attendance at school within certain specified ages, except in special cases, was made compulsory by law; for many parents, for the sake of a little aggrandizement, do serious damage to the future prospects of their offspring, and inflict a grievous wrong upon society. A good mental training on the part of the masses would serve as a powerful means for the production of a healthy moral tone, and would raise society in the scale of being. An intelligent people have ever been a liberty-loving, energetic and prosperous people. It would be a happy day for our beloved land if this precious boon were sufficiently prized, and ardently and diligently sought after by all its youthful inhabitants. In reference to the non-attendance of some children of school age, as noticed in the reports, various reasons may be assigned; some exculpatory and others not. During the past season, I believe the chief causes operating to keep parties from school were the lack of due interest on the part of parents; inability to provide suitable outfits for the children; the hardness of the times, rendering it necessary in some instances to take advantage of the services of every one capable of rendering a helping hand; distance from school; and also the unacceptableness in a few cases of some of the teachers employed. You will observe by the Report that the attendance taken as a whole was by no means unsatisfactory. In regard to the provision made for religious instruction, I may say that, as far as known to me, it was not in a single instance taken advantage of. Parental and Sunday School instruction, pastoral catechising from house to house, and the public means of grace are deemed sufficient to meet the requirements of the case. At least these are all the appliances of a religious nature that can conveniently and advantageously be brought to bear upon the young in this section of the country. In our public examinations at the County Board we follow in the main the revised programme, and furnish each applicant with a printed copy of the questions. The kind of certificate granted depends on the proportional number of answers given. Third class certificates are at a discount, being given only in special cases, and with limited conditions. I have much pleasure in reporting that the examinations are conducted in a most thorough and sifting manner. The number of would-be teachers became so great (as many as two or so for every school within our bounds) that it was absolutely needful to weed out the incompetent ones, and not suffer the interests of education to be sacrificed for their advantage. The practice of licensing parties to teach, who were not sufficiently qualified, was a serious detriment to the profession; for such individuals were generally willing to assume the duties and responsibilities of that office for the sake of a recompense very inadequate to one properly qualified. This improved method of conducting matters, which was inaugurated somewhat more than a year ago, is

certain to operate most effectually for the promotion of the interests of education in this part of the Province. We have, I am sorry to say, no Common School or public libraries in this township. As for prizes, I may say that they were made use of in some instances, and with beneficial effect, in the way of improving the attendance, and exciting a commendable degree of emulation among the pupils. The expense in the most of the cases that came under my cognizance was borne, not by the Trustees, but by the teachers themselves. In School Section No. 3, the Trustees purchased books sufficient to supply one to each pupil. The best publications were selected as prizes for the most deserving. In this way all jealousy and unpleasant feeling were avoided. I am fully persuaded that money, judiciously laid out in prizes, would prove of invaluable service to the interests of education. I intend to give more prominence to this matter in my intercourse with teachers, trustees and parents. You will observe by the Report that very little has been done as yet in the way of lecturing. I propose, before my term of office expires, to call a public meeting in each section under my supervision, and address the people on this important matter. Much good may be effected in this way. There are some other subjects which I would very much like to notice, but my remarks are already too extended. I must, therefore, sum up by expressing the hope that a spirit of enlightened, liberal and devoted attention to the educational requirements of our juvenile population may animate our rulers, teachers, trustees and parents; so that we may enjoy the honorable distinction of being a wise, happy, peaceful and united people.

31. *John Canning, Esquire, Olden.*—I beg to make a few remarks in regard to what, in my opinion, retards the progress of our excellent system of National Education. It is in consequence of the neglect of sections in not choosing proper men for Trustees. I have found some trouble in one section where one of the Trustees is an educated man, and the other two are not. The educated man gets the name of being a self-willed man, and the other two are determined he shall not have his own way; so they pulled against each other to the detriment of their school. I hope things will be better now, as we have a new Trustee. Still I have the pleasure of informing you that education is progressing, and also that there is a greater desire in the minds of parents to keep their children a longer time at school. My report will show you that we have had three schools in operation during the last year, and we have two more new school-houses finished, in one of which school is at present going on, it being the only one now open in Olden, the teacher having a permit from me until the next meeting of the Board. In relation to the non-attendance of children in some of our sections, I generally find it where the parents are very poor. But worse than poverty is their indifference whether their children are educated or not. There were no prizes in any of the schools, nor are there any libraries. There is a Sunday School Library of about 50 volumes of old, worn out books, received from a Methodist Episcopal Minister at a very small cost. I hope that in a short time we shall have a better one.

#### XI. COUNTY OF ADDINGTON.

32. *William Cunningham, Esquire, Camden East.*—From the Annual Report for this township for the year 1864, which I had the honor to forward to you by the last mail, you will perceive that there has been an increase of 31 in the average daily attendance of children at the Common Schools, when compared with 1863. The receipts from all sources for educational purposes, you will perceive, have amounted to the sum of \$4,461.82, being much less than the receipts for the year 1863. This falling off in the receipts is probably owing to the fact that the past year has been one of the most ruinous on record, as far as the agricultural interests of the country are concerned. I believe it has been ascertained that no part of the province suffered so severely as did this district. And it is a well-known fact that in rural districts the educational interests suffer in a corresponding ratio with the agricultural. There is, on the part of many Trustees, a desire to "cut the coat according to the cloth." In looking over my report when filed up, I could not but feel regret at seeing so many negative replies to your queries. It is discouraging to reflect that in this township with its seven villages, and so many spires pointing Heavenward, we have not one Common School Library to report. In many instances, I have tried to get tablet lessons, copy lines, and other requisites introduced, but all to no purpose. I believe the distance at which we are situated from the place where such things are to be had, is one great reason why we do not get them. The Local Superintendent might indeed for accommodation keep many things on hand which are indispensable, were it even for the maintenance of his office.

I believe, if the provisions contained in the 32nd section of the School Act were carried out, and if, instead of having this Township cut up, as at present into sections, we had a Central Board of Trustees for the whole Township, it would be an effectual remedy for many grievances, and teachers would be placed beyond the reach of individual persecution. The schools would all be free, and the Township Council would assume the collecting of the rates in connexion with the taxes, and children would have the privilege of attending the nearest school. As matters stand at present, many of our school-houses are unworthy of the name; Trustees take no delight in making the school attractive, their duties being in many instances discharged reluctantly. No person thinks of planting shade trees, or ornamenting the school grounds. On the contrary, the school-houses generally have the most uninviting appearance, being generally built at some cross road or other rocky spot as bleak and barren as when it emerged from chaos. Is it any wonder then that with a school population of more than 1900, and with 1672 names on the registers, that the average attendance for the year was only 602, thus for each child at school leaving more than two at home? It has ever seemed to me, that in order to build up a national character, to engender a love for home and early associations, the school-house should have some charm about it. It should be made attractive; for my own part there is no more pleasing reflection than to think of the sylvan walks adjacent to the old school-house, far away in the British Islands. If the money spent on tobacco and intoxicating liquors was spent in building school-houses, purchasing libraries, maps, and other requisites, our country would soon be great indeed, in an educational point of view. There is no question more productive of contention than that of rate bills. I see from the minutes of the Annual Meetings, that the inhabitants of our section have passed the unlawful resolution of fixing a rate on every child, regardless whether they attend school or not. Any person can see the effect such arbitrary measures would have if carried out. It must I think be admitted that the free school system has the preference over all others. Nevertheless there are places where it comes hard on some individuals, such as in small Villages where the greater part of the property may be held by one or two individuals. In such places the highest salary is paid and the burden borne by those who have little direct benefit from the school. On the whole, I cannot but admire the wisdom of our Legislators in giving to each section the power of legislating for itself, so long as Townships are divided into sections. After three years' experience in the working of the system, and hearing much in reference to legislative enactments and modifications, I believe that trying to frame a law to meet the exigencies of every case, and be in harmony with every man's wishes, and interests would be analogous to seeking for perpetual motion. I have no hesitation in saying that all the opposition which our educational system meets with, springs from bigotry and selfishness; and just as long as these propensities form such powerful ingredients in man's constitution, so long will there be difficulties to contend with.

33. *F. H. Smith, Esquire, Kaladar & Anglesea.*—In reference to the inquiries suggested in my report, I have the honor to state that, prizes are granted but seldom, consequently the effect is imperceptible. Religious instruction in our schools is not strictly attended to. The Revised Programme for the examination of teachers is strictly observed, and all the questions are printed. There are no libraries in this locality. I regret to state that the schools in this locality are not as prosperous as I could wish. This may in a great measure arise from the inability and unwillingness of the people to employ duly qualified teachers. The school-houses with one or two exceptions, are good; the poorest, situated in section No. 1, Anglesea, was burned last fall. The free school system is generally adopted, which is, I think, as it should be. But with our at present poor population, you cannot expect any very great results from this locality. We have in prospect the organization of one or two more schools, viz: in the Townships of Denbigh, Abinger and Clarendon. The Rev. Mr. Suttroff, who is stationed on the Denbigh Mission, is taking an active part in getting them in operation; these will be between 50 and 60 miles from this place. Thus you see the country is opening up, which will increase the demand for school apparatus.

34. *S. D. Clark, Esquire, Ernestown.*—I have but few general observations to make. The attendance has slightly diminished. This, I think, is owing to the pressure of the times in that part of the country. But while this has been the case as regards the attendance, there are observable some signs of improvement in other respects. The number of

first-class teachers employed, has nearly doubled that of other years. There has been quite a large increase in the more advanced classes. A general disposition seems to be manifesting itself to employ none but efficient and well qualified teachers; and I think the County Board are doing all they reasonably can to give only such permission to teach in the County.

35. *C. Skene, Esquire, Amherst Island.*—I am happy to be able to report favorably of the general progress made by the pupils, which from the care and diligence of the teachers would be greater but for that apparently unavoidable bane to Country schools, viz:—children being kept at home whenever there is any work they can be put to. Since I sent in my return, I delivered a short address, open to the public, to the pupils attending the schools. This I did in the Township Hall, and was glad to see it well filled, it being a convenient time for the people to attend. After the address, some observations were made by different parties. Amongst others, the Reeve, Wm. Percival, Esquire, handsomely made the offer of \$10 out of his own pocket for prizes, on condition that a like sum should be made up by the school sections. The prizes are to be given at a general competitive examination of all the schools. To carry out this idea would, I fear, be very difficult, and dissatisfaction and heart-burning would be the consequence. I have not since had an opportunity of seeing Mr. Percival, or of bringing the Trustees together, but I have no doubt he will be willing that the sum should be divided amongst the schools, and I shall lose no time in having it settled. Independently of this offer of Mr. Percival, it gives me great pleasure to be able to state that, at the request of the trustees and teacher, I made an extra visit to one school, and at this visit I was empowered by one of the trustees, John McGinnis, Esquire, to promise on his part a very handsome sum to be given by him in prizes this year. I am mistaken if the trustees in the other sections do not also make an effort to get up prizes, and I anticipate great success and progress in the schools this season.

#### XII. COUNTY OF LENNOX.

36. *Archibald Mackay, Esquire, Fredericksburgh North.*—The new course of study as published by the Journal of Education, is only very partially observed, and indeed no notice is taken of it in any of the returns save one. In two cases, sections 14 and 15, the teachers, although one is a Wesleyan Methodist and the other a Presbyterian do not report as opening their schools with prayer. The National Reading Book is the one generally adopted by the different schools under my direction this year. The Spelling Book superseded is the principal one in that branch used, save in two cases, one Cobb's and one Carpenter's. Kirkham's Grammar appears to be the one generally adopted, and the National Arithmetic. I regret the general use of Morse's Geography. Lovell's, a superior one, being only used in two schools under my supervision.

#### XIII. COUNTY OF PRINCE EDWARD.

37. *The Reverend R. C. Swinton, County of Prince Edward.*—I send you a brief report of my labors as Local Superintendent of Schools for this County, for the year ending March 31st, 1865. During the first half year I visited the schools, and examined, more or less fully, into the state of each. I found all the schools of the County in operation. The next half year I paid a second visit, and got over all with the exception of a few in Hillier and Ameliasburgh, which, on account of stormy weather, I was hindered from visiting. I had communication, however, with the teachers of these unvisited schools, so that I was able to form an opinion in regard to them. I examined the pupils on all the appointed studies, and in each school gave an address. In these addresses I was always careful to impart moral and religious instruction. I also lectured about 30 times on education in different parts of the country. I tried to deal faithfully with the people; but whether or no my lectures did any good, time alone will tell. An infinity of other duties pressed upon me: such as, receiving reports from teachers and Trustees, apportioning school moneys, attending and addressing teachers' meetings, consulting with teachers, settling differences in sections, advising with teachers privately, and attending the meetings of the examining Boards, all of which I aimed at doing conscientiously. As to the schools, they are, all things considered, in a pretty fair state; though, of course, there is great room for improvement. Many of our teachers are well qualified; but there are others of both sexes who, I humbly think, have mistaken their



vocation. The salaries paid are, with few exceptions, generally small; which is a great pity, as it is the cause of many good teachers giving up the work. I am sorry to say we have very few Normal School trained teachers; but the few we have, as a general rule, stand at the top of the profession. The examining Board met regularly during the year, and, as far as possible, followed the course laid down for its guidance. It has been the aim of the Board during the year gradually to raise the standard of qualification in those applying for license as teachers. At the last two meetings a third of the applicants was rejected. I fear religious instruction is not much attended to in our schools. The greater part of the young people, however, attend Sunday Schools. Very few of the schools are opened with prayer, and the Scriptures are not very generally read. The giving of prizes is a thing almost unknown among us. Libraries are not very common, and those which do exist are not very much read. To myself my year's experience has been a very valuable one. I know I have come far short of my duty; but amid other pressing duties, I have tried to do as well as I could. I pray that God may bless my humble efforts to advance the cause of education in this county. This cause I know you have deeply at heart. Upper Canada is under a deep debt of obligation to you, and I trust you will long be spared to discharge the duties of the office you so ably fill, and that the people of this country may become, through the formative influences of its noble educational system, an intelligent, law-abiding and virtuous people.

#### XIV. COUNTY OF HASTINGS.

38. *Thomas S. Ajar, Esquire, North Riding, County of Hastings.*—The schools during the past year have steadily increased in their daily average attendance. The gross daily average attendance for the half-year ending June, 1864, was 1819.15; for the same period in 1863, it was 1712.43, being an increase on 1863 of 106.73. For the half-year ending December 1864, the gross daily average attendance was 1547.05; for the same period in 1863, it was 1264.49, being an increase on 1863 of 282.56. I attribute this increase, in a great measure, to holding public township examinations, and to the distribution of prizes. I had township examinations twice during the past year; they were well attended, and the greatest interest was manifested in the proceedings, not only by the teachers and pupils, but also by the parents and public generally. The Township Councils of Madoc, Huntingdon and Rawdon, each contributed \$10 for prizes; as did also the Honorable B. Flint for Elzevir, and A. L. Bogart, Esq., for Hungerford. For three years past the harvests in this part of the country have been very unfavorable, particularly that of last year, and I fully expected that the attendance on the schools would be much lessened; such, however, was not the case. I have now under my superintendence several good schools, conducted by superior teachers. These schools are kept open during the entire year, and as a consequence, the parents reap the advantage in the improvement of their children. In contrast to these there are many sections in which the schools are kept open only six months in the year, and other sections in which the teacher is frequently changed; in both these cases the result is injurious to the children. I think the examples given at the township examinations will have the effect of convincing Trustees and parents that a good teacher and a constant school are essential to the education of their children. The revised programme for the examination of teachers is enforced and the questions are all printed. I have, during the past year, urged upon teachers the necessity of carrying into effect the order and classification of studies prescribed for the Common Schools of Upper Canada, and have little doubt the result will be beneficial. I have great pleasure in stating that I have received a letter from the Honorable Billu Flint, M. L. C., in which he announces his intention of giving ten dollars for prizes to Common Schools to each municipality in the Trenton Division, on condition that each municipality contributes a like amount. The prizes are to be contended for at public Township examinations during the ensuing summer. I think there can be little doubt that the Municipal Councils of North Hastings will gladly avail themselves of Mr. Flint's very liberal offer.

39. *Frederick H. Rous, Esquire, South Riding, County of Hastings.*—With regard to the observance of the programme of studies prescribed by the Department, you will find an affirmative answer in very few indeed. Upon a close investigation I have found scarcely any schools in which it has been strictly acted upon; and during my late visits I have been bringing the matter closely under the notice of our teachers, and endeavoring to secure that it shall be closely adhered to by all. The more I see of our schools, the more fully am I convinced that the great desideratum at the present time is greater thoroughness in teaching; and the

particular excellence of this programme appears to me to lie in its requiring the perfect mastery of one book before commencing another. It is scarcely too much to say, that, if it were fully carried out in all our schools, the time spent in them would be doubled in value. Although great advance has been made in this respect, there are still many of our schools where the reading classes are generally at work upon books that they do not understand. A slovenly style of reading is thus formed, proper emphasis and modulation are entirely overlooked, and even correct articulation scarcely attempted; besides which the thinking powers of the pupils remain untrained and undeveloped, a wealth of latent mental power is left dormant, and the rich stock of ideas to be gathered from the lessons is almost wholly lost. I hope another year to report progress in this particular. With regard to religious instructions, it is carried on to just the extent that the Trustees secure teachers of genuine and earnest religious feeling. The influence of such teachers is very powerful and effective; though often silent,—perhaps often because silent: our great Teacher is emphatically represented as having “left us an example that we should follow in his steps.” I wish to express my entire concurrence and satisfaction with the tone adopted by you on this subject in your recent pamphlet on the Separate School agitation. It is a great error to assume that religious instruction is not given because a stated time is not set apart for it,—and no one of the isms happens to be inculcated. We have not now a Separate School in South Hastings,—none where a special creed is taught,—and, I believe, none where religious instruction is not given. Our County Board examinations of teachers continue to be conducted by printed questions and written answers. Since this plan was inaugurated an entire revolution has taken place in the character and qualifications of our teachers. We should be sorry indeed to revert to the old plan of *viva voce* examinations. I will forward with this a set of the questions used at the last examinations. We now act upon the plan of preparing one set of questions for all classes; they include some easy—some less so—and a few difficult ones. We allow 20 marks for entire correctness in each paper, granting third class certificates to those who obtain one-third of the total possible number of marks,—second class for one-half,—and first class for two-thirds. This plan is simple, is easily worked, and appears to answer well. We continue to experience some difficulty from the too great facility with which testimonials of moral character are obtained, both from ministers and magistrates. Of our three Township Libraries, one has been in so bad a state for some time past, that for nearly two years the books have not been lent out; and another is so run down, that they have not been available during the present winter; in the third the books are in a better state of preservation, but they have not been a great deal used. Is it not extremely desirable that, whenever a grant is made from the Department towards any library, a previous declaration shall be required from the municipality, stating that a by-law has been passed setting aside a certain sum—say for instance 5 per cent annually on the invoiced value of the books, for the purpose of repairing old, and procuring new publications? So much of this amount as might be expended in new works, being supplemented by a similar grant from the Department, would secure a moderate but perhaps sufficient sum towards replenishing and gradually increasing the library. If some arrangement of this kind is not made, I very much fear that the Legislative Library grants will, to a great extent, be wasted. On the subject of prizes there is nothing new to report. A few have been distributed in some of the larger sections, and generally strike me as indications of intellectual activity in such sections; but I do not estimate at a very high rate, their value in producing such activity. I have just been making a comparison of the South Hastings Schools, in some particulars, as they were during the first year of my superintendence, and the one just past—say the years 1859 and 1864 respectively. Some of the items may be worth noting down here, as indicating the progress of our Common School system in this County. The total number of brick and stone school-houses in 1859, was 8, and by 1864 had increased to 16; the number of log-houses having been reduced in that period from 11 to 7. The amount paid for building and repairing school-houses in 1859, was about \$1700, and in 1864 it had increased to \$2500. The sum thus spent is, however, a less important criterion of progress, perhaps, than the salaries paid to teachers. The latter item shows an increase of about one-fifth, or from \$12,400 to \$15,000; the number of teachers having been reduced in the meantime, by abolishing three or four small sections, and incorporating them with larger ones. The average salary paid to male teachers (without board) has increased from \$260 to \$283; and that paid to female teachers from \$164 to \$188. The total number of teachers “boarding round” has been reduced from 28 in 1859, to 6 in

1864!! The number of free schools in 1859 was 37, and in 1864 it had increased to 47. The number is still larger for the present year, probably not more than 6 or 8 schools still adhering to the principle of a rate bill. The average attendance increased in the above period from 1420 to 1600. On examining into the number of pupils studying particular branches, the result is still more gratifying; the increase during this period of five years, being as follows:—

|                                              | IN 1859. | IN 1860. |       |           |
|----------------------------------------------|----------|----------|-------|-----------|
| In Arithmetic, from.....                     | 1760     | to 2700  | or 53 | per cent. |
| “ Grammar, “ .....                           | 800      | “ 1100   | “ 37  | “         |
| “ Geography, “ .....                         | 1200     | “ 1840   | “ 61  | “         |
| “ History, “ .....                           | 440      | “ 610    | “ 39  | “         |
| “ Writing, “ .....                           | 1680     | “ 2600   | “ 55  | “         |
| Book-keeping, Geometry and Algebra, from.... | 208      | “ 311    | “ 50  | “         |

The number of teachers holding second and third class certificates was reduced during the above period from 49 to 35, a corresponding increase having taken place in the number of first-class and Normal School teachers. At the same time the standard of attainments has been so much raised that a third class certificate of the present time, is nearly equal to a second class of 1859, and a second class of this year to a first of the former year.

#### XV. COUNTY OF DURHAM.

40. *W. T. Boate, Esquire, County of Durham.*—You will perceive that the amount collected for Common School purposes is considerably less than in 1863. This diminution of expenditure has not, however, affected our schools injuriously, as you will see that the average attendance is larger than last year, although a less number of schools is reported. During the past year 71 schools, over two-thirds of the whole number in the County, were free. The free school system appears, on the whole, to be gaining ground; the main objection urged against it is that although the actual number of pupils is increased where it is adopted, the average is not proportionally augmented, the attendance becoming more irregular where a rate bill is charged, the pupil, if present at all during the month, is sure to attend as often as possible, for the parents feel that non-attendance causes them a pecuniary loss; whereas under the free school system any trifle is too often deemed sufficient to excuse the absence of the child. The inconvenience arising to teachers from this source can scarcely be estimated; enough to say that it more than anything else, retards the progress of the school, since when the attendance is irregular, classification becomes impossible. Could not some measure be devised to check this evil? Surely when people are compelled, *volens volens*, to support schools, they have a right to demand that the object aimed at be carried out, and this is not done where the most ignorant portion of the community, the very ones for whose benefit the system was inaugurated, are allowed to absent themselves at will from the school room, and grow up in ignorance and its usual concomitant, vice. A measure providing for the compulsory attendance, for at least six months in the year at our Common Schools of all children of school age, would be the greatest boon our legislators could confer upon the rising generation. Such a measure could not be deemed despotic, for it would only compel parents to discharge positive duties which they owe alike to their children and to the state.

The number of children not attending any school whatever during the past year is reported as 852. The Trustees almost unanimously report indifference of parents as the cause of non-attendance. There are many other reasons however for their absence. When there is a large family of children and the parents are poor, the assistance of the elder ones is required at home, and thus they come into the list of non-attendants. In other cases where the children reside at a great distance from the school-house, the smaller ones are kept at home; and in some cases it is to be regretted that children are detained from school on account of their parents having some ground of complaint, real or imaginary against the teacher. Under these circumstances, which will always occur to a greater or less extent, the number of pupils actually attending school is as large as could reasonably be expected, although the duration of their attendance is certainly far from satisfactory. A majority of the Trustees report that the general regulations with regard to religious instruction are

but they must misapprehend the question, for no single instance has come under

my notice of any clergyman availing himself of the provision which allows him the use of the school room on Friday afternoons for the purpose of communicating religious instruction. There is a very large number of Sunday schools in the County: and ample provision is made for religious instruction in them, so that clergymen deem it unnecessary for them to avail themselves of a privilege, the use of which might create unpleasantness. Our County Board Examinations are fully up to the standard in the Revised Programme. The examination lasts two days, and the candidate is examined both from printed papers and orally. Every exertion is made to raise the standard of qualification, and during the past year several applicants for certificates have been rejected, while many others have received certificates of a lower grade than they previously held. The great difficulty, however, in obtaining teachers of a superior grade of qualifications is that the salaries paid are so small that it does not pay a person with the education that a first class teacher must have to remain in the profession. Thus, year after year our best teachers leave us for the practice of Law, Medicine or Divinity; and the teacher's place, which should be filled by men of mature minds and wide experience, is continually taken up as a mere stepping stone to something else by persons who lack both skill and experience. This is the greatest evil connected with our system, and it is to be feared that it cannot be remedied in any way unless by an improvement of the public sentiment on this matter which is now generally speaking, far from what it ought to be. Although some Trustees are willing to pay a reasonable salary, the majority make cheapness their criterion of merit; and even when salaries are at their best, a first-class teacher is not nearly so well paid as a salesman in a store who has not a tithe either of his scholarship or of his responsibility. Although love of the work induces some men to remain in it even though underpaid, the majority of teachers under the present state of affairs, only wait for a good chance to abandon their profession. With regard to the Common School Libraries there is little to be said. Most of them are small, and as no additions have been made to them, the books, as a necessary consequence are very little read, and the influence exerted by them is necessarily slight. The regulations with regard to covering and labelling the books are, so far as my observation extends, adhered to. Eighteen schools are reported as having distributed prizes during the year. Only in one or two cases have they failed to prove a powerful stimulant to exertion on the part of the pupils, and these cases have been owing to an injudicious method of distribution. In most instances class lists have been kept and the prizes distributed in accordance with the marks obtained by the pupils. It would be well if the Trustees of every section would appropriate ten dollars annually for the purpose of purchasing books, &c., for distribution. Owing to serious illness, I have, during the past year, employed an assistant, Mr. Fox, to aid in the examination of schools and to deliver lectures on Education, for on reference to the Trustees reports you will see that credit is given for 217 visits and 64 evening lectures. Most of the visits have exceeded three hours in length, and in some schools the best part of two days has been taken up with the examination. Although there are still some non-progressive teachers in our schools, a fair share of improvement has been made during the past year. Most of our teachers are zealous and anxious to improve. Although the weather was very unfavourable, over seventy of them attended the County Convention held in September last, and the exercises were kept up with great spirit for two days. There are also two Township Conventions, in connexion with one of which, organized at Orono by Mr. Fox, four public lectures were delivered during the past year, at each of which there was a very large attendance of the general public. These institutions cannot but be productive of great good. Public evening lectures were delivered during the year whenever audiences could be got together. In many cases no lectures were delivered because there were none present to listen to them, but no school has been examined without an address being made to the children at the close. As my failing health has compelled me to resign the office of County Superintendent, this is the last report which I shall have the pleasure of addressing to you, and in giving up my connection with the cause of education, a cause to which I have devoted my whole life, I can only express my fervent hope that in the future, as in the past, this great cause may continue to progress and prosper in our land, until every child residing in the County is brought under the influence of our excellent Common Schools, which, even now, under your skillful management, have attained a degree of perfection elsewhere unequalled. Accept my thanks for the kind courtesy and ready attention which I have always received from you

during my four years' tenure of office, and my best wishes for your continued prosperity, and that of the noble system of which you are the founder.

#### XVI. COUNTY OF PETERBORO'.

41. *John Rose, Esquire, Dummer.*—The attendance of two of our schools has not been so good in the past year as usual, one cause being the teachers not having that practical, influential method of teaching, indispensably necessary in a teacher. In some instances it is indifference of parents. Not much religious instruction has been given in many, if any of our Common Schools. The distribution of prizes exerts a very good influence where it is observed. The Revised Programme for the County Board Examination of teachers is observed, and the questions are printed. I think it would be a very important step toward improvement, were it made imperative on Trustees to visit the schools more often, and to see that Public Examinations were held more frequently. I know that some of the Trustees visit their schools probably once a year, about the month of March; and for the rest of the year teachers and scholars have to do the best they can. There are other Trustees who do not visit their schools at all. In regard to Public Examinations, I am assured it would be a great incentive to improvement if the parents attended. In sections where the parents do attend the examination of the children, the results are very encouraging.

42. *The Reverend M. A. Farrar, Asphodel.*—The condition of the schools in Asphodel is, on the whole very satisfactory, and the cause of education is in a state of healthy progress. At the same time, there is in many respects room for improvement. The school houses in many cases are too small and low, and of course ill-adapted to secure the well-being, and to develop the mental activity of the pupils. I have strongly represented these evils to Trustees, and, I trust, with some effect. I hope also in time, and with perseverance, to overcome the tendency which exists in several sections, to hire cheap teachers simply because they are cheap; but I fear this will be a work of time, and a result which can only be achieved by subjecting holders of Trusteeships to a protracted course of enlightenment. The cause of non-attendance is indifference of parents. The general regulations in regard to religious instruction, are only partially followed. The Revised Programme for County Board Examinations is observed, but the questions are not printed. One or two schools possess a very small library, but it appears to be of very small use, in fact, not in circulation. In my lectures I have specially insisted on the utility of libraries, and I hope yet to get an effective reform set on foot in this particular. I am persuaded that with the earnest co-operation of teachers, section libraries would be of signal benefit. Prizes have been distributed in only a few schools. I have not yet been able to decide what has been the effect of their distribution. A good deal depends on the discretion of the distributors themselves, and their mode of performing that duty; but I am disposed to think that, if done with impartiality and judgment, prizes giving would be of great service to the interest of schools for many reasons. The Honorable Billa Flint, in a letter addressed to me recently, proposes to give \$10 to each Township in my superintendency (on condition that the sum of \$40 be secured from all sources), the amount to be distributed in the shape of prize books. He suggests that there should be a central meeting point for the schools of each Township, and that the prizes should be distributed after a public competition. This is, it seems to me, an excellent idea; and not more excellent than generous in the donor. I have just heard that Mr. Flint has extended his gift to all the Townships in the Trent Division. I have been obliged to postpone my lectures till January and February of the present year.

43. *William Rea, Esquire, Belmont.*—I have much pleasure in stating that there are unmistakable indications of educational advancement in this Township. In most sections teachers are employed who are well qualified to discharge the important duties devolving upon them. In some of the schools the attendance of some of the pupils is irregular, owing to the distance at which they reside from their respective school-houses; this is the general reason assigned by Trustees for non-attendance in their Annual Reports. The Holy Scriptures are read in all the schools under my superintendence. I am in favor of the Bible being read in all our schools without any comment from the teacher. There are two new school-houses in course of erection this year, which will have a good effect, as it

will afford an opportunity for some children to attend school who are at present quite unable to do so, owing to distance.

44. *The Reverend Francis Andrews, Otonabee.*—You will see from the monceys expended in the Township for Common School Education, that the Common School is prized in the Township. The attendance this year at the schools compares favorably with that of former years. There is, perhaps, a tendency to the division of large, healthy sections, which is injurious, as one large healthy section is far better than two or three weak, struggling ones. There is also, perhaps, an injury to the schools from the character of the Trustees elected by the people. A man is generally chosen as Trustee not from his fitness to promote and further the interests of education, but from some other local interest. Thus, instead of advancing education, he proves only a drag. There also seems to be a mania for cheap education; and thus, if teachers can be got at a low salary, it matters not as to their fitness or unfitness to teach. This arises from the great number of teachers, and also from the low standard of qualification needed to go out upon the field to teach. A higher standard of qualification is needed, which will lessen the number of teachers, and allow those who engage in the work a better remuneration. Those who might desire separate schools are, I think, not now very ardent after them. They see the only one in this Township weak and struggling, and whilst the others around it are healthy and flourishing, those who sustain it are more heavily burdened, have more trouble and a worse class of teachers.

#### XVII. COUNTY OF VICTORIA.

45. *Richard Delaney, Esquire, Carden.*—The cause of the non-attendance of the children at school this year, is owing to the great calamity that visited this Township last summer, that is, the great fire which consumed all before it. So great was the fire at one time, that I expected nothing else but that the whole country would be left a wilderness. But I am happy to say that notwithstanding this sad visitation, the settlers, like true Spartans, are not at all daunted, and as good Christians, trust to a merciful Providence to bless the labour of their hands for the next year. Last year there were four schools open (as you will see by my report) and two new school-houses built, and I expect another to be erected this summer. It was indeed a great blessing that none of the school-houses were burned. Nevertheless it will press very heavily on the rate-payers to pay school and other taxes, owing to bad crops and low prices. The Municipal Council behaves very liberally, giving all the Clergy Reserve money, coming to the Township, to the different sections to enable the Trustees to build new school-houses and pay teachers in old sections. In almost all the schools religious instruction is given and with the best results. Sunday School is well attended in some of the sections. The *Journal of Education* is highly prized by the Trustees, and a great many others borrow it to read, as it contains a great deal of interesting and beautiful reading. I am sorry to have to complain again about the way Trustees are elected. Very often a man of merit is overlooked, and a most ignorant and carelessly indifferent man put in his place; and I attribute this to a sectarian principle fostered by a few fanatics in the section. But I hope the dawn of better days is approaching when the rising generations, educated in the same schools, are taught to love and practice charity towards each other, when man will allow his fellow man to worship God according to his conscience, then will merit have its reward; then will the founders of the common school system be amply rewarded for their exertions. Let us therefore leave no stone unturned to accomplish this grand object; for we may never expect peace, quietness or prosperity in a country where the people are not educated; then will men spend their leisure hours over books instead of in taverns, where all the evils and misfortunes of man come from. In conclusion, I earnestly hope you will grant something towards buying maps and libraries for the section. The rate-payers would be willing to tax themselves for the purchase of the above articles, only for the misfortune of having their crops all destroyed by the great fire last summer. But I sincerely hope that my next annual report will be more favourable. I wish you, Reverend and dear Doctor, a long life for the good of education and the welfare of the children of the poor.

46. *Samuel Irwin, Esquire, Mariposa.*—You will observe by the report that of the 5,028 children of school age in this Township, there are 160 that do not attend any school; the alleged cause of non-attendance in most cases being carelessness or indifference of parents. I think, however, distance from school prevents young children from attending. Some in-

stances have come under my notice, where children have to travel as much as three miles to get to the school, belonging to the section in which they live, while within a mile from where they live is a school belonging to the adjoining section. I will endeavour, however, to have this evil remedied by a proper arrangement of the boundaries of sections, to which, I think, the Council will attend in a short time. There are four parts of Union Sections in this Township, the school-houses belonging to each of which are situate in adjoining Townships. The general regulations with regard to religious instruction are observed in a majority of the schools, with good results in most cases. The revised programme for the examination of Teachers of the County Board is observed, and the questions are printed. Generally speaking the libraries are in a fair state of preservation. In a few cases I find they are not open to the public. This, I hope, will not be long the case. I find, however, that the readers are confined to a few in each section. I have no means of knowing what good has been done by these libraries; but I should suppose their influence to be highly beneficial. We have had no teacher holding lower than a second class certificate employed in any of our schools during the year, which fact is a partial guarantee for the efficiency of our schools. Many of our school-houses, however, are unfit to teach children in, there being no ventilation, except, I believe in a single instance, and in most cases the desks being attached to the wall with a seat running round to correspond, leaving the pupils with their backs to the teacher; a position, which, if not productive of mischief on the part of the pupil, tends to idleness at least. However, notwithstanding these drawbacks, there are many of the schools in a healthy condition; and I trust that in the course of a few years those hovels, now called school-houses, will have disappeared, and that large and well-ventilated buildings will have taken their places; when the want of room, and a sickening atmosphere will no longer paralyse the energies of both teacher and pupil.

47. *Jeremiah O'Leary, Esquire, Ops.*—I am happy to be able to state that a decided improvement is manifesting itself, as well in the management of the schools, as in the efficiency and standing of the teachers. Third class teachers are disappearing, and their places are being supplied by first class ones. The Board of Public Instruction for the Lindsay Circuit, are doing all they can to raise the standard of qualification of teachers, by adhering more closely to the programme laid down by the Provincial Board than formerly. You will perceive by my Report that two brick school-houses were built in the Township of Ops last year, and preparations are being made to build another brick school-house this year, and it affords me much pleasure to state that the Municipal Council of Ops act very liberally in aiding the good work, having in 1864 passed a By-law guaranteeing to pay, out of the Municipal funds of the Township, the one-fourth of the expense of building any brick, frame, or stone school-house that will be built in the Township; and to ensure buildings of a good description, it is a condition in the By-law that the school-house for which aid is granted shall not cost less than four hundred dollars. I consider this a step in the right direction, and if other Municipalities would do likewise, the old log School-houses would soon disappear. The amounts still due teachers, and for building, repairs, &c., appearing in my report, will, no doubt, to you seem very large; but this is owing to the fact that the taxes in this County are not collected until the month of February or March in each year; and I am prepared to assure you that ample provisions are made by assessment, to liquidate all those debts so soon as the taxes shall be collected, and that they will then be paid. I regret that I cannot report more favourably of the state of the schools as respects maps, object lessons and libraries. Yet the trustees of two schools were induced to procure some maps during the past year, and I hope a few more will follow their example this year. I think it would be a decided improvement in the school laws if local trustees were altogether set aside, and general Township Boards elected instead. I have been endeavouring to persuade the people here to do so, but I find them so wedded to the old system, that I fear I cannot succeed. I have to report further that I find from the returns of the proceedings of the Annual School meetings, that all have this year adopted the free system.

#### XVIII. COUNTY OF ONTARIO.

48. *The Reverend James T. Dowling, Uxbridge.*—The people of the County sections do not seem sufficiently awakened to a sense of the importance of regular attendance on the part of their children; hence, when corn or potatoes are to be hoed or berries to be picked, the school is neglected and the future forgotten. Several of the teachers have expressed

to me their great discouragement from this source, and I cannot wonder at it. Though the first half-year has usually the largest attendance and more advanced scholars, their absence during the busy season is a serious drawback to them and to the general advancement of education. Were it of any use, I could enter my solemn protest against the present school accommodation in this township. Most of the houses are too small, miserably ventilated, and there are but two or three playgrounds. There is just one rotary swing, and no other provision of that kind. Maps, globes, object lessons and other illustrative apparatus are very much needed. Many of the people seem to think that if they have a teacher, he can work whether they furnish him tools or not. I have not yet been able to begin my intended course of lectures, but hope soon to do so. I have, however, delivered short addresses to the schools at nearly every visit. I find quite a different class of people in those sections where there are libraries open to the public; more intelligence and liberality of views on every subject. Prize distribution stimulates to greater effort where adopted. Religious instruction is mainly left to the Sunday Schools, of which there are several in the township, and I think a large majority of the children attend them.

49. *The Reverend R. Macarthur, Reoch.*—There are very few children of school age who do not attend any school. So far well. And yet from my own knowledge, I am aware that there are sections where parents and Trustees are culpably indifferent to the education of the young. The attendance in some sections is miserably small, on account of dissatisfaction arising in the minds of some parents against the teacher. But happily these cases are few. The general regulations in regard to religious instruction are very much neglected. Indeed, though in two or three sections, according to report, they are followed, yet the results are, as far as I know, unappreciable. The County Board prepared printed questions during the past year, and examined upwards of ninety candidates for certificates for Common School teaching, the greater part of whom were successful in obtaining them. The reports on Libraries show a great defect in our school furnishings, as also in apparatus, such as globes, geometrical forms, object and tablet lessons. Prizes have not been generally distributed among the pupils during the year, but where they have been distributed, they appear to have had a stimulating effect on the recipients of them and also on the school generally. There are to my mind some very glaring and radical defects in the present school system, one of which only I shall take the liberty of mentioning; and that is, entrusting the interests of education of each County to the Municipal Council thereof. While some Councils may be competent and solicitous to discharge their duties as regards the educational interests of their Counties, very many, it is to be feared, sacrifice these very important interests to political and partisan purposes. And I would humbly propose that the examination of teachers and of *Local Superintendents* too, as well as the appointment to office of the latter, should be transferred to the Board of Public Instruction, or some Board appointed by them.

50. *Alfred Wyatt, Esquire, Brock.*—In 1863, 1293 names were entered on the school registers; in 1864, 1473 names were enrolled, being an increase of 175. This shows that our educational advantages are more and more appreciated by the community at large; especially when we consider that, owing to the general depression, the farmers are contracting their hired labor, and as a necessary consequence drawing more heavily from their domestic resources. During the fall of the year a Grammar School was established in connection with one of the Common Schools. I have therefore reported the average attendance separately. The causes of the non-attendance of so many children are as usual, partly indifference, and partly the inability of some of the parents to dispense with their services. Very few prizes were given during the year. A small library was obtained from the Department by the Trustees of school-section No. 5, and many of the inhabitants have availed themselves of its advantages. Should a new edition of the School Manual be issued, I think a few directions for the proper discharging of the duties of School Auditors would be very acceptable, for I find that very few of the section accounts are properly audited. I am not aware that any of the clergy avail themselves of the privilege of giving religious instruction in any of the Common Schools.

#### XIX. COUNTY OF YORK.

51. *Duncan McCallum, Esquire, Vaughan.*—I am happy to say that the "free"



school is gaining ground with us. We have twelve out of eighteen schools free, and all were open during the whole year. I regret to say that some of them are not what I could wish; nevertheless, on the whole they are doing well. Our teachers, so far as scholastic knowledge is concerned, are well up to the mark; all hold first-class certificates except one, who holds a second class. I am sorry to say that salaries are falling; this is to be attributed to the failure of the wheat crop more than to anything else. Most of our people are desirous that their children should have the benefit of a good school training; still the number not attending any school is large; negligence on the part of parents, I think, is the cause of this. Our libraries have done a good work; and I think it is time (from the appearance of many of them) that they were replenished, say with one hundred volumes each, and I have no doubt this could be easily accomplished, but for the "hard times." Most of our schools are opened and closed with prayer and reading the scriptures. As to the influence of prizes given in schools, I cannot say that I am prepared to give an opinion.

52. *William Watson, Esquire, York.*—It gives me pleasure to be able to report favorably of school matters in this Township. In most of the sections the libraries have been well patronized, but in some, considerable indifference is still exhibited; on the whole they exert a favorable influence. Prizes have been given in five of the Common, and in one of the Roman Catholic Separate Schools. I regret that we were unable to get up, during the year, a competition similar to that of 1863, feeling assured that the results thereof were plainly visible in the renewed impetus it gave to a laudable ambition to excel among the several schools. The Trustees in some instances remarked that their schools made more improvement in the four months preceding that examination than in the previous nine months. Lovell's Geography is generally used, but not largely, as we are satisfied that oral lectures on the maps are by far the best and most expeditious means of imparting geographical instruction to the junior, and perhaps to all the children in our Common Schools, because they have a tendency to impress on the memory whatever is important, and to avoid extraneous matter. As to Grammar, we have invariably found, when it is taught to beginners orally, that generally dry and uninteresting study becomes comparatively agreeable, and the technical difficulties are more easily surmounted. The *Journal of Education* is generally read and approved of, and exerts a salutary influence. With a few exceptions, and those chiefly where females are employed, I have found order and proper subordination, and I find that there is obviously a steady and progressive improvement in our schools and school-houses. In some of the sections nearest Toronto the teachers complain that many of their most prominent and intelligent pupils are too early removed to the colleges and other high schools in the city: the very children whose attendance is most calculated to render their calling agreeable. To the faithful, painstaking and laudably ambitious teacher this must be discouraging, as it tends to keep him in comparative obscurity, and in some instances leads to his abandoning the profession. The children also are usually sufferers by these too early changes. I believe there are no schools superior to our well-conducted Common Schools for the work assigned them.

53. *The Reverend William Bell, M.A., Scarborough.*—But a small percentage of children in this township are not under instruction, and they, chiefly from accidental causes. With regard to religious instruction, I find a prevailing disposition among parents and others to encourage it, and the regulations respecting it are generally observed. In all our schools but one, the proceedings are opened and closed with prayer, and in all without exception the Bible or New Testament is daily read. In some of them the Ten Commandments and the Lord's Prayer are recited weekly, and as the course of reading lessons contains sketches of Bible History, it may fairly be maintained that at least a foundation of religious instruction is laid in the schools. The revised programme of County Board examinations is strictly observed. A great deal of pains is taken in the preparation of the questions on the various subjects, and the raising of the standard of qualification, and the increasing efficiency of teachers, are objects steadily kept in view. In this respect it is believed that the United Counties of York and Peel will compare favorably with any others in the Province. I regret to say that there is as yet no school library in the township. I have, several times, brought the subject before the public in my lectures, and in some instances committees have been formed to collect subscriptions, and take the necessary steps for procuring one; but I am able to report nothing as yet accomplished. Perhaps the existence

of Denominational and Sunday School Libraries has helped to make the reading public less sensible of the want of them in the Common Schools. Prizes are usually distributed every year in one or more of the schools, and I think the general tendency is good. I prefer that, in such cases, something, however small, should be given by way of encouragement to every child in the school. It is possible still to mark the distinction between prizes for proficiency, rewards for diligence, and more tokens of encouragement. Upon the whole the prospects of education in Scarboro' have improved. Six school-houses out of eleven are now of brick and stone, commodious, improved in architectural appearance and in comfort, and furnished with the modern desks and seats. Similar improvements are also contemplated in other sections. The teachers are generally painstaking and efficient, and but few, comparatively, of the young are now not under instruction. About a year ago we had a township examination of competitors from each of the schools. The Township Council kindly granted the sum of £4 to defray expenses and purchase prizes; to which the Local Superintendent added a silver medal costing six dollars, for the best general scholar. Thirty-four pupils were present and a goodly number of spectators; and notwithstanding some disappointments, the whole went off satisfactorily.

#### XX. COUNTY OF PEEL.

54. *William I. Pinney, Esquire, Toronto.*—On the occasion of my first year of office, I scarcely feel in a position to offer any extended remarks on the progress of education in this township. The schools are, generally speaking, in a satisfactory condition. There is a disposition to employ none but first class teachers, while, however, the salaries are being lowered. The free school is adopted in most of the sections, obviating, as it does, the old difficulty of collecting the rate bills. The form of the Trustees' Annual Report appears to me unnecessarily full; and I am persuaded that many of the returns are for statistical purposes utterly worthless. Many of the answers—especially those in reference to libraries and the school population—are often bare guesses, not approaching any approximate estimate. And certain particulars,—such as the number of school-houses, and the year in which a school was first opened in the section, could, on being ascertained, be registered in a book kept for that purpose by the School Superintendent. Any step of the kind would simplify the form of the report; and the less elaborate the return, the more accurate would be the information given on essential heads. More certainty, I think, should be given to the financial part of the report, which would be secured by the Trustees furnishing the Local Superintendent annually with a detailed statement of the receipts and disbursements, as well as of the remaining liabilities and assets, certified as correct by the auditors. Again it appears to me that we are in a position for the introduction of a uniform series of first class text books in the Common Schools of the Province.

#### XXI. COUNTY OF SIMCOE.

55. *The Reverend A. Stewart, M.A., Orillia.*—There were five schools under my superintendence during the past year. One of these is a separate school, the teacher of which holds a certificate from the County Board. I am glad to be able to report progress generally in these schools. Two of them are in a very healthy and prosperous condition. All the school-houses are in good order, and the supply of maps and school apparatus nearly as great as required. There have been no prizes given during the year. The efficiency of the school in the Village of Orillia is well sustained under the able management of the teacher, Mr. Mallock, and the attendance throughout the year was large. In rural districts the inducement to call into requisition the services of children of school age is very great; and it is always found that where there is a thoroughly efficient teacher, children will be anxious to attend school, and parents will manage to send them. Of course there are cases of total indifference about the education of their children by persons who have had no education themselves. The revised programme for examinations is faithfully observed by the County Board, who are endeavoring as much as possible to raise the standard of the teachers whom they license. At their last meeting a resolution was adopted not to license to the separate and entire charge of a school, unless the applicant was eighteen years of age if a male, and seventeen if a female; as it was considered that under these ages, there could be no efficient control exercised in the management of the

school. The disposition on the part of Trustees to engage young teachers in preference to those more experienced, is much to be regretted. In some cases this is done for the sake of economy, but in many instances it arises from the efforts made by interested parties to thrust out efficient and experienced teachers in order to make way for some youthful relative, who, with great difficulty, comes up to the requirements for a third class certificate. This, of course, can be kept in check by the rate-payers of each school section, but it may prove a great evil, if not guarded against.

56. *The Reverend Alexander Henderson, B. A., Mono.*—In offering a few remarks on the progress of education in the schools under my supervision, I am sorry to state that there are only three first class among twelve teachers; and that these receive but a small salary each. The second and third class teachers receive as much as the first class, being hired without any regard to their class or grade, and being employed because they offer their services for a small sum. Within the Township there is not a stone, a brick, or a frame school-house; but generally the old log buildings, which the first settlers of the township erected, are still used, and are very uncomfortable during the winter, but are much better suited for the summer on account of their numerous apertures giving excellent ventilation. In some of the schools prizes are distributed, and the effect is comparatively good. The Revised Programme and printed questions are used at the County Board. With regard to religious instruction, I have to state that it is but little attended to. In many parts of the township there are no Sunday Schools within reach of the children, so that these children, with the exception of some families, are brought up without religious instruction, which they do not get at home, cannot get at a Sunday School, and cannot get at the Common School of their section, because not taught there, and it is not taught there because nobody in the section puts himself forward to demand such an observance in the school; and should such an attempt be made in some sections, the veto of a single Romanist is of sufficient force to exclude the custom of Bible-reading and of opening and closing the school with prayer,\* so that the little privilege which the law allows for religious instruction is not observed nor even attempted to be observed in such cases. Providence has highly favored some by placing them in positions where they enjoy better advantages and are taught the truths most needful; but for this instruction they have not to thank the School Law of their native land. The sure consequence of this defective instruction thus given to the youth of the country, and which is a legitimate child of the Law, is to make them excellent Arithmeticians, ready writers, clear reasoners, with a smattering of General History, in short, what, here in the country, we call "good scholars;" but such as could not answer the simple question 'what must you do to be saved?' But the Law provides that the Clergyman of any religious denomination, or his authorized representative, shall have a right to instruct the children of his Church in their school-house at least once a week. With regard to this, there is no Clergyman but is well aware that employing representatives for this purpose is impracticable; then one Clergyman with a whole township under his care is at liberty to visit twelve or fifteen schools once a week, after four o'clock, P.M., and instruct the children of his Church in each one of these schools. Now it seems to me that, in order to give instructions over so vast an area, and in so short a time, he would require the wings of Pegasus, or the voice of Stentor. Fewer lessons in religious knowledge can not be thought sufficient. Such a privilege, then, given to Clergymen is but a bitter mockery of their devotedness. If Roman Catholics have Separate Schools in which they teach their religious tenets, why should not Protestants be allowed the Bible as a class book? The present privilege of religious instruction practically taken out of

\* The writer of this report, though a Local Superintendent, shows an utter ignorance of the Canadian School System, as to the reading of the Bible and religious instruction in the schools. He quotes an objection, which has been made to the National School System in Ireland, [where he has probably learned it] but has no application to the Canadian System, which does not give a veto to a Roman Catholic, or any other private individual, or number of individuals, as to the use of the Bible in a school. Our law requires that no pupil shall be compelled to be present at any religious exercise, or to read from any religious book against the wishes of his parent or guardian expressed in writing. The Reports of several other Local Superintendents—such as those of the Reverend John Gray, of Oro, of the Reverend John Flood, of Dunn, Monlton and Sherbrooke, of the Reverend S. Benson Kelley, of Oxford East, &c., &c., furnish a practical refutation of the statements and objections made by Mr. Henderson.

the hands of Protestants, and given to Romanists will, not many years hence, tell in favor of that zealous people.

57. *The Reverend A. J. Fidler, Tecumseth.*—I beg to state that the Common Schools of this township, are in a tolerably prosperous condition. The attendance of pupils is fair, considering the circumstances of many of the rate-payers, condition of the roads at certain seasons of the year, &c., &c. The regulations with regard to religious instruction are not usually observed. The influence produced by the circulation of the books of the libraries is not perceptible to any extent; owing, I imagine, to the fact that the one ruling object seems to be to amass money, or to realize property: hence the books are not much read. Perhaps, as the County becomes older, a change may, in this respect, be looked for.

58. *The Reverend John Gray, Oro.*—It affords me much pleasure to be able to inform you, that of the five chief causes of non-attendance at school in this quarter, viz: lack of suitable clothing, unpropitious weather, distance from school, value of the youthful labor on the farm, and indifference, the last and most objectionable of the whole, is losing more and more of its influence for evil, and is perceptibly descending from a maximum of power to a minimum. Indeed, some ingenious mechanic might, by using "indifference" in lieu of mercury, construct a very amusing and instructive educational thermometer for the province. The municipal institutions of the land have done and are doing much towards the promotion of education, just as education has been necessary for their efficiency, the one acting and reacting on the other, and rendering their harmonious co-operation essential to the proper working of the political machinery. The formula recommended in the body of the Report for getting the estimated adult population is not suitable for rural districts. Three-and-a-half or four would furnish more reliable statistics. It is exceedingly difficult to get a correct account of the general population or of the children of school age, and I doubt the correctness of the figures furnished by school Trustees, and embodied in my Report. The easiest and simplest plan for obtaining this information would be to add two columns to the Assessor's Roll, for the general population and for those of school age. In all the schools under my charge religious instruction is directly or indirectly communicated, devotional exercises are practised; the Bible is read in all except two, and the morality of the teachers, as well as their general conduct, creditable to the office which they fill. The revised programme is strictly followed by the County Board, but the questions are not printed, lest, by means of the machinery of secret societies, they should find their way surreptitiously into the hands of the teachers. A large number of questions are prepared by the Secretary of the Board, as well as by others, and out of these a selection is made at each meeting of the Board. This plan is found to work well. At each meeting a friendly conversation is held regarding the best mode of raising the educational standard, and at the last meeting in January, resolutions were passed to the following effect; that no female teacher be granted a certificate under 17, and no male under 18 years of age; and that in future no third class certificate be given for a longer period than from one meeting of the Board till the next. The one resolution was passed with the view of stopping the influx of young girls of 16, and even 13, who have been lately applying for examination, and of young lads of 16 and 17; and the other had for its ultimate object the rooting out of third class certificates, by rendering them troublesome and difficult to obtain. In investigating a case of misconduct on the part of a teacher, the Board found it difficult to act from the want of a form of process and from a defect in the Act, which grants no authority to the Board to summon witnesses authoritatively, or to examine them under oath. It moreover, gives a Local Superintendent power to suspend a teacher till the next meeting of the Board, but does not authorize the Board to continue the suspension, should it be found necessary to postpone the investigation. It has only power to annul, which might be a harsh and inexpedient proceeding under the circumstances. The Library is divided into sections, and placed with trustworthy persons in convenient parts of the township, in order that the whole township may have easy access to its contents. It is well patronised during the winter, but in the summer agricultural pursuits absorb the time of all. To maintain such an institution in an efficient state, a yearly grant for books is needed; and unless this be done, the interest soon ceases. I have long advocated the bestowal of prizes in connection with our school system, as calculated to promote healthy emulation and to afford that degree of stimulus and encouragement so necessary to the youthful mind; but in a comparatively poor and remote district like this, it is difficult to persuade Trustees to

expend money on anything except what they deem essential to the bare working of the educational machinery. The various scholastic agencies have been carried on with comparative smoothness, and any difficulties that have arisen have been settled, principally by a little judicious and soothing counsel, except in one case where arbitration was necessary. During the past year other pressing matters have prevented me from giving that full attention to the oversight of the schools which I desired; and accordingly, after some consideration, principally lest the same thing should again occur, I resolved on retiring from office at the close of this month. This determination has been come to with great regret, and with the desire of the teachers and township officials that I should continue. But ere parting from you, sir, I take the liberty of expressing my high sense of the uniform courtesy, kindness and urbanity that have characterised your correspondence with me, and of hoping that you may be long spared to preside over a department, in connection with which many generations of Canadians will yet arise and call you blessed, as they read in the history of their country of your arduous, energetic and useful labors in the cause of education.

59. *William Harvey, Esquire, Flos.*—The general cause of non-attendance is distance from school. In some cases carelessness of parents is assigned as the cause, but from my experience, I would say that this is the exception. The roads through a large portion of this township are bad, being mostly through a partially cleared country. The school sections are so large that in some cases children would have to travel five, six, and even seven miles to the school-house of the section to which they belong, and, in fact, to any school-house. Prizes were distributed in two of the schools last year, which, I would say, produced very beneficial results. In fact, in a pecuniary point of view, the money expended in prize books is well invested, as the premiums distributed at each examination tend greatly to cause the children to make the best use of their time at school.

60. *The Reverend A. Maclellan, Tossorontio.*—Since the first of June last, we have had an additional school in operation. It is situated in a comparatively newly settled part of the township; yet securing the site, providing the means, building the house, engaging a teacher and the practical operations of the school, were easy, agreeable and successful duties. The other sections have generally failed in turning to a profitable account, their accumulated advantages of a long establishment. There were serious difficulties and stubborn obstacles in the way. In the course of another year, if highly favored, they may secure partial amends for the losses sustained in 1864. To wipe out the effects of a little mismanagement in the work of a short period in a public school requires much time and unusual skill and practice; and hence the necessity of the exercise of great caution on the part of those whose duty, interest and privilege it is to prevent such an evil, as well as to secure readily and apply promptly an effectual remedy where it has been detected. A few weeks ago an appointment was made in each section for a short examination and a lecture. Two of these were filled; but a cold and stormy day prevented a similar result in the case of the other two. These will be attended to next month. In connection with that disappointment it has occurred to me that winter is the proper season for our public school lectures, as the attendance is then invariably better. Some efforts have been made for the distribution of prizes next year (1865). The result so far has been very encouraging. It is my firm impression now, that, if there be any obstacles in the way, it will not be on the part of those who should be foremost in urging, helping and encouraging such efforts—the Trustees. If it be my lot to report in 1865, I hope I shall be enabled to state that prizes are agreeably and profitably distributed in all our schools. There are objections to, and difficulties connected with the distribution of prizes in our County Schools. To avoid these, it is proposed to give the prizes according to the attendance, and a book to every pupil in the school. We have not even one Public Library. It may be a very easy matter to establish a very good one; but I do not for one moment think that it would be an easy matter to make it generally serviceable. The latter is the great difficulty. Its removal will require time; and the annual distribution of books among the children attending our schools, and successful efforts to induce them to read these books, would be a great and sure help. Please allow me to embrace this favorable opportunity of correcting a mistake in my last Report. It is this. One of the causes given for non-attendance was “the want of aptness to learn.” If this means that the children in this locality are not apt to learn, it is very different from what I intended. What I meant is this. Some teachers, while

discharging their important and responsible duties in the school-room, are apt to forget that their pupils are children, and that even they themselves were once children. More comfortable school-rooms and more profitable teaching would overcome several of the causes of non-attendance. The Revised Programme for County Board Examinations is observed, and the questions are printed. It appears that the general regulations in regard to religious instruction are not followed.

#### XXII. COUNTY OF HALTON.

61. *Robert Menzies, Esquire, Nassagaweya.*—In this municipality there are one hundred and two children reported as not attending any school, which I can attribute to nothing but the carelessness of parents, as all our schools are free. The general regulations in regard to religious instructions are followed with benefit in my opinion. The Revised Programme for County Board Examinations is observed and the examination questions are printed. The Common School Library of this municipality was recalled from the different sections in 1864 by the Municipal Council, who then presented the books equally divided to the different sections. The indifference of the people led the Councillors to this step, being persuaded that they would take more interest in the library when it became their own property. We have had prizes distributed in only three of our schools; but from the good effect which I have witnessed from these, I shall endeavour to persuade the Trustees and teachers to have them in all our schools.

#### XXIII. COUNTY OF WENTWORTH.

62. *The Reverend John Porteous, Beverley.*—The regulations in regard to religious instruction are substantially followed, but I have no means of knowing with what results. The programme for County Board examinations is observed, and the questions have always been printed in the County since 1850. The Common School library is managed according to law in each of the two sections where one exists. I think that the distribution of prizes meets with increasing favor, from which I would infer that the effects must be esteemed beneficial; I am decidedly in favor of giving prizes. The principal difficulty appears to be in the apportionment of them so that there may be no just accusation of partiality, and that the children themselves may understand the plan of marking merit, and see that it is properly carried out. I think the only new thing in connexion with education, in this Township, is the establishment, last year, of a Teachers' Association, which meets six times annually. The only meeting I have been able to attend was interesting and improving. Indifference of parents, distance from school, and poverty, are the reasons generally assigned by Trustees for the non-attendance of children. You will see, with pleasure, the increase of Free Schools.

63. *The Reverend George Cheyne, Binbrook and Saltfleet.*—I have much pleasure in stating that almost all the schools in these Townships have been in efficient operation during the year, those in Binbrook little short of the average of twelve months, and those in Saltfleet eleven and a half; though it will be observed that the average attendance in both Townships has been somewhat smaller. There is no doubt that the present system is gradually advancing the cause of education, and raising the standard of it. The Board of Public Instruction for the County observes the revised programme of examination, and the teachers are generally well qualified. The number holding first class certificates is increased; and in giving certificates between meetings of the Board, I follow the programme and give certificates only to such as I believe would pass the Board, and of the same class as they would obtain from the Board. If unqualified teachers receive certificates they will, no doubt, teach at a lower salary, and some Trustees will engage them on that account; but I think Trustees are more desirous now than formerly to employ teachers well qualified, though they should have to pay a little more; they discover that it is more advantageous in the end. Trustees look to and depend upon the Board of Public Instruction and the Local Superintendent to give certificates to those only who are properly qualified, and a great responsibility therefore rests on them. The causes of non-attendance are pretty much the same; though indifference may prevail to some extent, the principal reasons are the employment at home of those who have already obtained a fair education, and distance from school of the very young. Prizes, I think, when judiciously given, are beneficial by stimulating to diligence; but sometimes they are injurious, and give rise to dissatisfaction

and bad feeling. There is a School Section Library in one section only in Saltfleet, viz., No. 7. In three sections in Binbrook, Nos. 2, 5, and 6, the books seem to have been well read, and no doubt the inhabitants who read them will be improved in information and intelligence. By the praiseworthy efforts of the Trustees, an excellent, commodious brick school-house has been erected and well fitted up in School Section No. 5, Saltfleet, on the plan of the Ward School-houses in the City of Hamilton. I have nothing further to write but to remark that the youth of the country, through the excellent system of education established, enjoy advantages unsurpassed by any country; and the people, almost invariably, are availing themselves of it; and the happiest results, through the blessing of God, may be expected to arise from it, if they are guided by the Scriptures of truth, and influenced by the fear of the Lord. It will be seen that in most of the schools in these Townships the Word of God is read, and where it is not read it is merely through the neglect of the teachers.

64. *The Reverend George A. Bull, M.A., Barton.*—I have pleasure in speaking very favorably of five out of the six schools in this Township; the exception is owing to a very bad school-house, with as bad internal arrangements, both of which are now being improved. The attendance of school children, during last year, was very good. There is a general desire to have two new sections formed; meetings have been held, and petitions are being prepared, with this view, to be presented to the Township Council. This addition to the present number will, I trust, be the means of showing a very marked increase of school children in the next year. There is no addition to our libraries. We can only speak of one which is old and well used, in No. 4. There seems to be no desire to obtain more, the reason, perhaps, is owing to the cheap newspaper literature; it abounds in daily and weekly publications, secular and religious, Canadian and American, and contains news on war and politics, discoveries in Art and science, history and religion. I have, however, freely spoken of the immense value of good books and trust we may yet obtain supplies from your well selected stock. We have great reason to fear cheap publications, books or newspapers, filled, as they generally are, with much that is exceptional to good sense and morals; but with well chosen libraries in our country, we may have an antidote for the poison. You will observe that the Bible and prayers are used in our schools, but religious instruction is not given as allowed by the School Act. Clergymen in the country can scarcely find time for doing so; it is a necessary work, but their whole work is necessary; their field of labor is so extensive that very seldom can they attend to the work of religious instruction in schools. Prizes have been given during the last year in nearly all the schools. I am not aware of any ill effect, though I am disposed to fear it in small rural sections, but not so much in towns or cities.

65. *Alexander Bethune, Esquire, M.D., Glanford.*—I have much pleasure in being able to inform you that there has been an increase of nearly one-ninth over the average attendance in this township of the year before, which shows that the schools are improving to a certain extent. All the schools were free during the past year, and all the sections were well pleased with the system, except section No. 2, which comprises the Village of Mount Hope. In this section there are several large farmers upon whom the school tax falls pretty heavily, and as the village is chiefly composed of laborers and mechanics who own small properties and pay little or no taxes, the farmers grumbled and were dissatisfied with the system. They said the chief objection they had to the system was, that there was no compulsory law to make people send their children a certain number of days in each month to school, and therefore when there was no rate bill the attendance was so irregular that the condition of the school was injured by it. At the annual school meeting it was therefore proposed to impose a rate bill again, which, after a very exciting contest, was carried. With regard to the other questions usually answered in the general remarks, there has been no change. In reviewing the progress of the schools for the past year, I think that as the attendance has increased, and judging from the visits I have made, there is a good prospect for the cause of education throughout the township.

#### XXIV. COUNTY OF BRANT.

66. *Robert A. Dee, Esquire, Onondaga.*—The cause of non-attendance in some cases is indifference of parents; in other cases the cause is not known. There is little or no religious

instruction given in the schools, except the reading of the Bible in some of them. The Revised Programme is observed, and the questions are printed at the County Board. I think there are 600 volumes in this Township; you perhaps find in some sections they have reported the whole number instead of their share. The books are covered and labelled, and they exert a good influence. Prizes were distributed in one school, and they had the effect of making the pupils more diligent at school. The parents contributed the money to purchase the books for prizes. The schools in this Township (with the exception of No. 2 which was never in a good condition) have not done as well this year as usual; this is not due to the school system, but to difficulties in the sections; in No. 6 the number of children has diminished, which accounts for the school not being as large as formerly. In No. 6 there is a rate bill, for they are all farmers; but the large majority in this Township prefer the free system. If the Grammar could be made more simple and more practical, I think it would be more generally studied and used in after life by the pupils of the Common Schools. The Board of Instruction for the County, I think, does its best to have as good teachers as possible.

67. *The Reverend John Armour, Burford.*—The principal cause of non-attendance is the carelessness and indifference of parents. Where there were 14 out of 22 schools, "free schools," in such sections, parents were verily guilty. Where the rate bill exists some parents owing to poverty, may not be able to send their children. In No. 8, we have a large section and two school-rooms, but the rate bill; and here out of 195, there are 77 who attend no school. As to the regulations concerning religious instruction, there does not appear to be any systematic clerical instruction given in our Township. There are 10 schools which open and close with prayer, and 18 which read the Bible or Testament. The principal means of religious instruction in this Township are the Sabbath Schools. There are 18 Sunday Schools reported, and I know of others which are not reported. This is the principal source of biblical instruction. The Revised Programme is observed by the County Board, and the questions are printed. The books are covered and labelled in two schools, and not in one. The libraries exert an important influence on the intelligence and morals of the neighbourhood. They put a quantity of good reading matter into the people's hands, and help to counteract the pernicious reading that abounds.

#### XXV. COUNTY OF LINCOLN.

68. *S. Woolverton, Esquire, M. D., Grimsby.*—I would desire to bring to your notice a subject of vital importance relative to the prosperity of our Common Schools; one which at the present time is awaking considerable interest in the community; and one which I think calls for especial attention on the part of our Legislature. I refer to the "County Board of Public Instruction" as at present constituted. If we would have good schools, we must have good teachers; and if we would have good teachers, they must undergo an efficient examination relating to their training and proficiency; and this we can never expect to be the case so long as our "Examining Board" remains as at present constituted. It cannot be expected in the nature of things, that the simple "status" of a Grammar School Trustee will make an individual an efficient examiner of a candidate for Common School teaching. But how shall this state of affairs be improved or changed so as to give the three necessary qualifications to the "County Board of Examiners," which are efficiency, convenience and cheapness. Having considered several plans and suggestions, let me state that the one which will best meet the above indications in my view, is simply as follows; let the Grammar School Teachers of the County, together with the Superintendent of each locality or township constitute the "Board of Examiners" for each respective County; three of these together with one Local Superintendent might constitute a "Quorum." The Board might have its Sessions in every Township in the County, so that convenience would be secured; and their meetings might take place during the Grammar School vacations, thus not interfering with the professional duties of the Grammar School teachers. And with regard to cheapness I have no doubt that it would cost the Counties less than does the present plan; for the Grammar School Teachers no doubt would very gladly embrace the opportunity of adding a little to their respective salaries; besides these advantages, I think the plan proposed would have a healthy influence upon the Grammar Schools themselves, in exciting a laudable emulation among the teachers, and fostering a higher and a more uniform standard of Education.

69. *The Reverend Benjamin W. Rogers, Niagara.*—The cause of general education in



this Township is not as prosperous as could be desired; still some progress is being made in most of the schools. Section No. 9 has been closed during the past year; the chief reasons being, the smallness of the population, and the distance children have to go to attend. The great non-attendance of children in this Township is truly deplorable, and may be traced almost entirely to gross negligence on the part of guardians and parents. It is a great pity for the children's sake and for the interests of the community in general, that this is not remedied in some way. There are no public school libraries in the Township; a great want that ought to be supplied at once. I am using my influence for this end. There is only one free school, and that is the best attended and the most prosperous of all the schools. The revised programme is used for the examination of teachers. In thus submitting my first annual report, I beg to congratulate you on the great success which has crowned your efforts in promoting the cause of education in Upper Canada. Long may your valuable life be spared, and your rare talents be devoted to extending so noble a work.

#### XXVI. COUNTY OF WELLAND.

70. *The Reverend D. McLeod, M. A., Willoughby.*—I regret that in a part of the Country so long settled, I am unable to give a more encouraging account of the progress of education. For the whole Township there is returned a school population of only 402, and of this number, about 20 per cent attend no school whatever. Where reasons have been given for their non-attendance, it has been the stereotyped one, "indifference of parents," which I suppose is pretty near the true one; but the great irregularity of those children who do attend, is owing to the badness of the roads, as well as to the almost universal practice of engaging children in the farm work, when they ought to be going to school. The teachers, I may add, as a rule, discharge their duties with faithfulness and zeal. Some have the great difficulty to contend with; of having many children in school of German descent who can hardly speak English. All the schools are either opened or closed with the prescribed form of prayers, and in all of them save one the Bible is regularly read. The examination questions of the Board of Education are printed and only used once, and as much of the examination as practicable is conducted on paper. Strenuous exertions are made to have the examinations as strict as possible; so that no candidates are licensed who do not, at the examination, give promise of being successful teachers. I regret to say there are no School or Municipal Libraries in the Township. It is indeed lamentable that, when such great inducements are offered by the department, we are still without them. Prizes were distributed in two sections, and the influence of the distribution was beneficial. There can be no greater, at any rate no more efficacious incitement to proficiency in study, to punctuality and good conduct, than a liberal, and above all, an *impartial* distribution of prizes to pupils who are *really deserving* of them. All the Trustees' Reports answered in the affirmative to the question as to the regular receipt of the *Journal of Education*, except that for No. 2; but I take it for granted, as a negative answer was given, the omission must have been an oversight, and the valuable periodical is regularly received and read.

71. *M. F. Haney, Esquire, M. D., Humberstone.*—The general regulations in regard to religious instructions have not been carried out in full, I am sorry to say, the Holy Scriptures having been read in many of the schools, while in most of them the form of prayer recommended has been omitted. The revised programme for the County Board is observed, and the questions are printed. As regards the statistics in respect to the Common School Libraries, the Trustees' reports have been so defective, bearing upon the same, that I can report nothing in addition to what appears on the general report. But little has been done in the schools during the year, in the distribution of prizes; but so far as the practice has been adopted, I believe the results have been satisfactory. Annual Salaries of teachers have been about the same as the preceding year, and the time the several schools have been kept open about the same. One excellent brick school-house has been built during the year. With regard to school-houses, I can truly say that I believe, for substantiality, beauty and commodiousness, Humberstone stands first in the County. But little has been done by way of purchasing maps, apparatus, &c.; one or two schools however have obtained the national maps, and celestial and terrestrial globes. There seems to be much greater interest taken in the schools than heretofore. There is a desire both on the part of the Trustees and of the people to get good teachers instead of cheap ones. Trustees should select for teachers those whose moral and religious influences will be for good. A teacher whose morals are exception-

able is a positive injury. We are creatures of imitation, and children especially will adopt more or less the habits and manners of those who are placed over them. Who, therefore, can calculate the amount of evil an unprincipled teacher may do. "*Religio, Scientia, Libertas*," is a noble motto, and should be thoroughly learned and understood by every teacher in the land. By all means should morals be blended with science; correctness and thoroughness are also to be aimed at. And here I bring a charge against our Educational institutions. Do not many young men go forth to teach well qualified so far as science is concerned, but whose English is decidedly bad? I have met with teachers whose attainments were superior in everything but their language. Is there not too much attention paid to the mathematics, and not enough to the forms of speech? Is it right that a high standard in Arithmetic, for example, should compensate for defects in language? For my part, I believe that no person should be entitled to a degree in Arts, or to a first class certificate whose language is full of mispronunciations and grammatical errors. I like to hear the English language spoken in all its purity. I do not like to hear "*done*" and "*seen*" used for the past tense of "*do*" and "*see*," nor do I like to hear "*news*," "*duty*" and "*institution*" pronounced "*noos*," "*dooty*" and "*instiitootion*," and "*but what*" used for a conjunction. I should like to see our fair Canada one of the first Countries in the world so far as education is concerned. I should like to hear every little boy and girl throughout the land speak correctly. Let us be preeminently an English speaking people. If our Educational institutions would insist that none shall go from their portals recommended to teach, except those who are critically correct in their language, and Local Superintendents and County Boards of Public Instruction should insist upon this as a necessary qualification, a great change in the speech of the country would soon be visible. I am aware that as a people we do not read enough good English literature. If Milton, Shakespeare, Addison, Macaulay and our English reviews were read more instead of the "*New York Ledger*," and other sheets of the same sort, (which are pouring their polluted streams into the great artery of youthful life, disqualifying it to assimilate the wholesome food afforded by our institutions of learning), it would develop more markedly those traits of character which redound to the honor of our people and the glory of our Country.

72. *The Reverend John Baxter, Bertie.*—You will perceive by my Annual Report, that the attendance of the pupils at school in this Township is increasing, which is to be attributed, I conceive, not only to the increasing number of months the schools are kept open, but also to the number of free schools in the various sections. I believe the regulations are generally observed. I very much regret the want of effort on the part of Trustees to procure from the Department suitable libraries. The amount of debts contracted by some of the sections will be met by local assessment. The want of public attention to promote education in or among the youth is to be deplored. As Local Superintendent I try to show the importance of doing all we can every year.

73. *The Reverend George Bell, Stamford.*—The reasons assigned for non-attendance are "*carelessness*," "*negligence*," and "*want of clothes*." The majority of the returns answer the question respecting the observance of the regulations on religious instruction in the affirmative, but I think with a misapprehension of its meaning. I am not aware that the general regulations are fully observed in any of the schools, while some religious instruction is imparted in nearly all. In the County of Welland the Revised Programme for the examination of teachers is observed, and the questions are printed. The schools of the Township are generally prosperous and efficiently taught. Two have been much improved during the year. The mode of paying the School Fund is sometimes a hardship to teachers, especially in the case of Union Sections. To obtain the small amount of the Fund the teacher, after getting his orders signed by the Trustees, has to make annually two journeys to each Local Superintendent concerned, and then two to each Township Treasurer. If some certain and safe way could be devised of having the fund paid directly to the Trustees, it would be a saving of trouble to the teachers.

74. *Alexander Reid, Esquire, Crowland.*—That portion of this Township, in which I noted in my Annual Report, that a private school had been taught in 1864, has, since the 25th of last December, been legally constituted a new school section, and numbered eight, a By-law having been passed by the Council of this Township in the month of June, of last year, to that effect. Various causes are assigned by Trustees in respect to the non-attendance of children at school. Some assign the bad state of the roads, some, the

services of the children being required at home, and others assign the indifference of the parents themselves, which last I suspect, in the majority of cases, to be the true cause. It is gratifying to note that the Sacred Scriptures have been used in every school in this Township, during the past year; and that out of seven schools five are opened or closed with prayer, which goes far to disprove the statements of some, that our system of education is "godless." There is no instance of religious instruction having been imparted after school hours, and I have no hesitation in saying that I do not regret the fact, believing that another time and place is much more suitable for imparting the necessary religious instruction. The Revised Programme is rigidly adhered to in the examination of teachers by the Board of this County. The examination questions are printed, but not to the utter exclusion of oral examination. The various sections in this Township remain fearfully inert in regard to the matter of school libraries, thus foregoing a great source of pleasure and information. An impetus has been given during last year to the distribution of prizes, five out of seven schools having participated, and so far as my knowledge extends, with beneficial effects; and when it has the effect of stirring up a spirit of generous emulation and friendly striving, great good must inevitably be the result. I am happy to state that, on the whole, the status of the schools is becoming more elevated, and the system of instruction imparted more thorough in its character.

#### XXVII. COUNTY OF HALDIMAND.

75. *The Reverend John Flood, Dunn, Moulton and Sherbrooke.*—It is much to be regretted that there is still a considerable number of children who do not attend any school. Indifference of parents is partly the cause of this; in some cases it is drunkenness, in others it is poverty, and often it is distance from the school-house. In many instances however, it is because the children do not like a teacher who insists upon their being diligent in committing to memory before and after school hours. The regulations in regard to religious instruction are partly followed in many of the schools; and the effect is evidently very good. The schools in which they are observed continue in every respect in an improving course, while those in which they are neglected soon begin sadly to decline in spite of every effort which is made for their advancement. And here I would remark that it seems to me some people speak very unfairly in representing our Common Schools as if a clergyman cannot teach religion in them as much as in private ones. I find that, as a clergyman, even where I am not superintendent, I can go into Common Schools and teach a great amount of religion; for, as a clergyman, I am visitor by the School Act, but I have no such authority to enter a private school, and the teacher in it may prevent me from saying a single word. At the examinations by the County Board, the revised programme is observed, and the questions are printed. We have only one section in which there is a school library; and I think that it has a great influence for good. The crops in this part of the country were very inferior last summer; and the people are not able to expend as much as they could wish in improving the minds of their children. I hope that prosperity may return; and then I am sure every section will soon be furnished with many of your excellent books.

76. *Henry Bogue, Esquire, Walpole.*—In accordance with your instructions, I beg leave to submit a few general remarks. As my appointment only took place last October, I have had barely time to make more than one visit to each school under my charge before the holidays arrived; and since that time, I have been busily engaged in preparing my annual Report, apportioning the County assessment, &c., amidst my other daily avocations; so that I confess my precise knowledge regarding the various schools is not what I could wish it to be. When visiting the schools my aim chiefly was to ascertain the literary and scientific standing of each, and take notes on these departments, and when I could conscientiously speak well of them, I did so before all the school; and when not well satisfied, I endeavoured to make some remarks on the advantages of education, how much better knowledge is than ignorance, as much so as light is preferable to darkness; then by degrees touching slightly upon the main defects of the school and its management. It is a difficult thing as you well know to bluntly find fault with one who is perhaps doing according to the best of his abilities, while those abilities are confessedly small. In doing so you belittle all that he has in the world perhaps, and perhaps ruin his prospects and situation. A clamor will at once be raised against the Superintendent as doing that master infinite

injury. This being my chief aim, the libraries did not in every case get that scrutiny that they deserved, as this is a point on which you lay considerable stress, I believe. In answer to the query of column 57, the answers in the various section Reports were, negligence on the part of parents and guardians, and distance from the school-house. I believe this answer is in accordance with the truth. So far as my knowledge extends in this matter, there is but a small fraction of the children who do not attend in the winter time at least. In the summer time, all whose labour is available on the farm are utilized. Therefore, in the summer, there will be a larger number who do not attend. But, I believe, in this township there is not much to complain of on that score. Two days ago, I chanced to call at four different schools, three of which seemed to be literally crammed, fairly filled up to the very door. The thought immediately struck me what good can so many children do in so small a place under the charge of one person. In fact the main thing wanted in this township is better school accommodation. The school-houses in general are deplorable, low, dilapidated, contracted, generally close up to the roadside, firewood scattered from the house door to the middle of the high way. The general regulations in regard to religious instruction are observed in some schools punctually and with marked good effect. These are the minority, I am sorry to say, and in others they are not observed at all; while a few make a feeble attempt without any good discernible. The Revised Programme for County Boards of Public Instruction is adhered to in all its requirements, and has been so for two or three past examinations. The Board met on the 4th of January and continued the examination for three days; it was close and stringent. Four or five first classes were granted out of about thirty, the remainder being nearly all 2nd class. The books of the libraries are for the most part covered, labelled, and numbered, yet I do not think that the regulations are strictly observed. This does not seem to be a reading community. Books are not much sought after, or read. I believe, newspapers and the very poorest kind of novel are read to a considerable extent, especially the former. The influence, therefore, that the Public School Libraries shed here, is very inconsiderable, I believe. The Sunday School Libraries are very much ahead of the others. The books are taken out by the children to a large extent and read, and the volumes are numerous in some of them. The influence of the Sunday School Libraries, I have reason to think, is considerable. In one or two schools prizes have been given at the last examinations, but the result is not specified. My observations on the results of prize giving are rather against the system than for it. In a community such as this, where all do not get prizes at the distribution, there is a deal of murmuring and grumbling at the prize givers. A first prize is generally claimed by several in a school, and the disappointed ones frequently blame somebody for partiality. Their chagrin goes home, parents are offended, school authorities are questioned about these prizes in no very agreeable manner. In this Township there is too much equality and forwardness and self-will to abide by the decision of any discreet person. In fact few like to undergo the ordeal of awarding prizes. Now does not seem to be an opportune time for giving prizes here.

77. *Joseph W. Snell, Esquire, Rainham.*—While there are but few children who have attended no school, there are many who have attended very irregularly. I am well satisfied that much, though not all, of this evil arises from a want of full confidence in the capacity and fitness of the teacher, and I think that want of confidence has generally had some foundation, for I have observed that where we have well qualified, enterprising teachers, the attendance is much improved. Many of our Common School teachers, I may say the majority of them, qualify themselves to pass the board in the common branches of an English education, but many of them, at least, have no broad comprehensive views of their duties and responsibilities as teachers. The Art—the Science, if I may so speak,—of teaching, they have never made the subject of deep thought, much less of study. Yet this is really of as much importance as any other part of a teachers education. How, then, can such teachers be successful? The Normal School is designed to remedy this state of things, but the remedy must necessarily be slow. I have thought that some, perhaps much good might be effected by the distribution, from the Department, of some thorough practical work on teaching. Even as a parent I have received much benefit in reading a work on that subject (Abbot's). Probably a work better adapted to the purpose might be written or compiled, or it may be such an one is already published. In a matter of such importance I would like to see it made obligatory upon every teacher to have read the book before applying for a certificate.

I know that theory alone will not make a good teacher, and I know how difficult it is for one man to carry out the theory of another; but I know, too, that it is very important that a teacher should have clear and distinct views of his duties, and of the principles which should guide him, and I know that, in any business, a good theory is much better than none at all or a poor one. I might explain wherein I think an equal improvement is desirable in those home influences which may do so much to promote the education of our children, but that is a matter not within the reach of the Department. The regulations respecting religious instruction are partially followed out. I think the result must necessarily be, that where these regulations are carried out by a truly religious person, a benefit will accrue, and probably not otherwise. The revised programme for County Boards is used by the Board of this County. The books in the libraries of this township are all numbered, generally covered, and in reasonably good condition; they exert, however, very little influence because very little read, our population being largely German. Only in two instances were prizes given. I think the schools were the best in the Township; however, I do not think that that was the result of the prizes; the prizes were the result of the enterprise of the teachers. In both cases prizes were given to all the pupils, not upon the basis of the greatest number of successful recitations, but upon the basis of general diligence and good behavior, bearing in mind adaptation to age, &c. I think the influence was good. Most of the prizes were books that could hardly fail to prove useful to the children who received them.

78. *Thomas C. Pinckett, Esquire, Canborough.*—The general remarks are but few. With respect to the non-attendance of children at the schools, I think the indifference of parents is growing much less than formerly. I see by the trustees' reports that there are very few that have not availed themselves of the benefit of the schools. Respecting the regulations for religious instruction, they are not attended to in any of the schools. The revised programme for our County Board examination is observed and the questions are printed. There are no libraries in this township.

79. *The Reverend James Black, Seneca.*—All the schools of this township have been in vigorous operation during the past year, and, with one or two exceptions, have been making decided progress. Almost all the teachers employed were active, intelligent, and well qualified to discharge the duties of their profession, and engaged in the work of teaching with a pleasing enthusiasm. One or two schools which I formerly regarded as the poorest in the township had, during the past year, been so stimulated and improved by thorough and efficient teachers, as now to rank among the best. The attendance has been large at the schools of those sections which have adopted the Free School system, but comparatively small where that system has not been adopted. In this township the number of children attending school during no part of the year is very small, and I know of no cause for the non-attendance of that small number except the indifference of parents and guardians. The revised programme for County Board examinations is observed, and all the questions are printed. The Board has decided to grant no more third class certificates, except in very special cases. I am confident that the standard of qualification now maintained by the Board of this County is not lower than that maintained by any other Board in the Province. During the past year only a small number of prizes have been given in the schools under my charge. In former years the distribution of prizes frequently produced dissatisfaction and jealousy, and on this account the practice of distributing them has generally been discontinued. I think, however, that premiums judiciously given would stimulate the pupils to greater exertion, and result in their more rapid progress. I am happy to be able to say that in another of our sections the work of erecting a new school house has commenced. We have already several which are an honor to the township, and I trust that before long this will be the case with all. The greatest evils which I see in connection with our schools here are the frequent change of teachers, and the disposition of trustees to engage those who can be obtained for the lowest salary, rather than those who are the best qualified, but, notwithstanding these and other drawbacks, I am convinced that the cause of education is making rapid progress.

#### XXVIII. COUNTY OF NORFOLK.

80. *Charles S. Harris, Esquire, Middleton.*—I consider the schools to be in a healthy condition and to be prospering as well as could be expected, considering the length of time

they are kept open during the year. I am sorry that so many of them are only open six months as you will notice by my report. The cause of non-attendance is principally owing to indifference of parents as heretofore. I am sorry to see that the regulations in regard to religious instruction are not more universally carried out, there being only three schools reported as fulfilling this requirement. The Revised Programme for County Board Examination is carried out and the questions are printed. There were prizes distributed in four schools, with what results I am unable to state.

81. *James Covernton, Esquire, Charlotteville.*—I am not justified in the expression of unconditional satisfaction at the state of progress my report develops; because one half-year exhibits a falling off in the attendance, as contrasted with a similar period in 1863, of ten per cent., and because about one third of the entire school population between the ages of 5 and 16, have not attended the Common Schools, 1347 being entered of school age, and only 875 of that number shown to have been in the schools. Many of the Trustees make no return of the number not attending any school, nor have I, where they have failed in making the record, attempted to remedy their perhaps deliberate omission, because I do not know what number had access to other schools for tuition. A comparison of the numbers of the school population and of the pupils attending, displays this lamentable disparity, a disparity the more to be deplored because, in school sections where the largest amount of taxation is levied upon the agriculturists, and the smaller upon those that possess a numerical majority, a degree of bitterness is created which is materially increased by the knowledge that free schools do not secure, even an occasional attendance of more than two thirds of the school population. In one Union school section with this Township (the house being in another Township) a free school has been maintained for some time, a *very efficient* teacher employed, and retained throughout the year with admirable results, in respect to the proficiency of the pupils; and yet there were only 61 names entered on the register out of a school population of 94. I was informed there was no private school within 10 or 12 miles, and certainly no Superior Common School within accessible distance. It is to be hoped that in future legislation on Common School affairs, some practical clause or clauses touching this matter may be introduced. If it were enacted that Free Schools should be universal provided 9-10ths of the school population availed themselves of such free schools, there is reason to hope that those, whose opposition arises out of pecuniary considerations, would be induced to take larger than mere surface views of the question, and merge their discontent at the existing practical inequality of the operation of this mode for aiding in defraying the expenses of Common Schools, as soon as they were satisfied that the great majority, say 9-10ths of the rising generation, were availing themselves of and profiting by free schools. In a thoroughly free Country like ours, no directly coercive measure, even if enacted to force attendance on Free Schools, could be made available for practical utility, but this qualification to Free Schools might, I think be made, viz: that provided during any current month of the year it could be shown at its termination, that less than 9-10ths of the school population had been in attendance, then and in that case a charge of 25 or 12½ cents for that month be substituted; all the warm advocates of Free Schools would experience an additional incentive to urge on their careless neighbours, the necessity of sending all their children of proper age to profit by the great advantage placed within their reach. You will perceive that great fluctuations exist respecting teachers' salaries; and that instances occur when both a male and female teacher have accepted employment at rates of remuneration below those awarded to domestics, bearing in mind the constancy of occupation for the latter, and the uncertainty of steady engagement for the former. I would again beg leave to suggest that the principle introduced in the Common School Law of fixing the *minimum* remuneration that can be offered to Local Superintendents, should be so extended as to state the lowest salary Trustees can give to first, second or third class male or female teachers, instead of leaving it to be decided as it is at present in too many instances, by a desire on the part of Trustees to profit by an excess of school teachers over schools. Three fourths of the teachers engaged in tuition in this Township were employed without any change in the course of the year. It should be observed by me in extenuation of the damaging fact that the half yearly averages have not increased, but the reverse; that lumbering operations of an unprecedented extent, have been carried on in various parts of the Township throughout the

past year; and that, in consequence, many boys able to drive teams have been withdrawn from the schools for that purpose.

82. *The Reverend J. VanLoon, Townsend.*—Taking the Township as a whole, there is a gradual progress in every feature of our Common Schools, with one exception: that in some few of the sections, instead of raising the salary of teachers, there is a tendency to lower it, altogether on account of the stinginess in monetary affairs; and yet the standard of qualification is going upwards. During the last year one new school-house of brick has been built, and furnished with a complete set of maps and apparatus, in section No. 4 (formerly a union section, but now, in consequence of a change in three or four sections, entirely within the Township), and is occupied by a very competent first class teacher. There has been, within the last year, a very marked interest manifested on the part of parents, which shows itself in increased attendance at the quarterly examinations, which are generally made very pleasant to the pupils by both teachers and parents, who, in most cases, treat the children with a very pleasant repast and pic-nic. We have at the present time twenty-one schools within the Township. These are nearly all kept in operation during the year with an aggregate attendance of 14,468, making an average of about 1234. About two-thirds of these schools have more or less pupils sufficiently advanced to require first class teachers, of whom we have not as yet a sufficient number. Every measure and inducement is adopted by the County Board to encourage suitable qualifications for teachers. Upon the whole our advancement is a sufficient ground for gratitude and thanksgiving to the great providential source of all our blessings, and to you, Sir, under God, for your efficiency and diligence in founding and executing a system so well adapted to our wants as a province.

#### XXIX. COUNTY OF OXFORD.

83. *William Graham, Esquire, Zorra West.*—The cause of Common School education is steadily advancing in this Township. Since the old sections have been altered in the Township the change for good has become apparent. One new brick school-house has been erected, and from the changes that have taken place in the sections, others of necessity must soon be which will greatly advance Common School education in this Township. On my last round of visiting the schools, greater interest than usual was manifested both by trustees and parents in the searching examination of the classes, and the lectures given on the occasion. We have a few excellent schools, especially Nos. 4, 6, 3, 2 and 10. These are progressing finely and are becoming a stimulus to neighboring schools. In a few of the sections the *Journal of Education* is not received, the reason for which I am not prepared to give. It is to be regretted that in two or three of the school sections there is an indifference on the part of the parents in sending their children to school. It is true in some cases poverty and distance may be pleaded; but in my opinion the true cause is that they are not sufficiently impressed with the necessity of giving their children an education. I am endeavouring in my lectures to impress them, as far as possible, with this necessity. The revised programme for County Board examinations is observed and the questions are printed. The books are covered, labelled and numbered, and the regulations are strictly observed. I am particular, in my visits, to have the above carefully attended to. The influence exerted by the library is salutary and beneficial in its results. It is very desirable that a greater amount of the religious element should be enjoyed by both trustees and teachers. I have pointed out the importance and necessity of this to both in my connexion with the schools, and I hope it will be more strictly attended to in the future. Indeed the results are visible. I am opposed to the frequent changing of teachers for the reason that I have witnessed its bad effects in several instances; and I am also opposed to employing persons incompetent to fulfil the duties of their office. However, the County Board has taken a step in the right direction in this matter, the result of which will, no doubt, be beneficially felt throughout the various school sections in the County of Oxford.

84. *The Reverend William Donald, Norwich North.*—I am sorry that I cannot speak of any great improvement in educational matters in this township, still there is manifest improvement, although it is not at all what we could wish it to be. The community is gradually becoming impressed with the value of education. Parents exhibit a deeper interest in schools than heretofore. This increasing interest makes itself apparent in many ways in a better attendance at public school lectures, in an increasing solicitude about everything that relates to the welfare of the section, in a greater willingness to pay a liberal salary to

good teachers, and above all in the greater regularity of the children's attendance at school. To the indifference of parents, however, the great evil of irregular attendance is to be mainly attributed. It will be observed that the returns in regard to the library are very meagre. This is to be accounted for by the fact that a recently formed "Farmers and Mechanics Institute" whose membership is drawn from all parts of the township, made application to have the public school library put under the care of their librarian, the books still to be obtained by the inhabitants of all the school sections in North Norwich on the same terms as formerly. The Township Council, with my full approbation, granted this request, with the understanding that if the authorities of any section preferred to have their share of the books kept within their own limits, their wishes should be respected. So far, only one section has expressed this wish. I am happy to be able to state that the library seems to be accomplishing much more good than formerly. The books are nearly all covered and in a good condition.

85. *The Reverend J. Benson Kellogg, Oxford East.*—I have very little information to impart at present, this being my first year of office, and during the summer I was absent from home. I have, however, visited all the schools and examined them thoroughly once, most of them twice, and some of them oftener; and on the whole I find them in a much more advanced state than I had anticipated. I was somewhat prejudiced against the Common School education of the country until brought personally into connection with it; but now I am very hopeful that when the system is vigorously and fairly worked it will give to the great mass of our people an education befitting their station and circumstances in life. I find in my intercourse with parents and teachers that they are both a little too fond of forcing upon the children the "ics" and the "ologies" and of allowing correct reading and writing and spelling and the simple rules of Arithmetic to be considered of minor importance. They seem to forget that the great principle in all learning is contained in the latin maxim *multum non multa*, in effect much, in number not many things, plants, however small, grow and bear much fruit. This desire for a superstructure without a solid foundation will, I have no doubt, arrest itself as knowledge becomes more widely disseminated and true education more thoroughly understood. Two or three of the schools under my superintendence are very admirably conducted. The present teachers have been for a length of time connected with them, and the improvement of the scholars is rapid and thorough. The Bible, I am happy to say, is read in all the schools, and in six out of the seven the days' work is begun and ended with prayer. Several of the sections have libraries, but I fear they are of little practical use as the books are but seldom asked for. There have been no prizes given during the past year in any of the schools. This year we hope to do better. We have applied to the Township Council for a grant of \$25 for this purpose, the prizes to be awarded at a general examination of all the schools in the township, and I have no doubt we shall obtain it. It is my intention, D.V., to spend a portion of my yearly stipend as Local Superintendent in this way, hoping it may have the desired effect of stimulating both teachers and scholars to increased exertions. Could I afford it, I would gladly give it all for this object. I hope another year to be permitted to give you a fuller and more connected statement of the progress of education in this township, and of the causes which operate against it.

86. *The Reverend John Gerrie, Blandford and Zorra East.*—In looking back a few years there is a very marked improvement in many respects. In the majority of sections in Blandford and East Zorra we have now excellent school-houses, and a number of them well supplied with maps and illustrations, and a good selection of useful books in the libraries; although, owing to the failure of the crops, in many districts of late years, there has not been the disposition among the people to expend money in the purchase of books that could be wished. There are still, however, considerable drawbacks to the prosperity of our schools, one of the greatest of which is the continual change of teachers. Many of the teachers have some ulterior object in view, they are perhaps good scholars in some of the higher branches, and get a first class certificate; they then teach for a few years till they can save a few hundred dollars, and then they are off to law, or surgery, or divinity. They are adepts at algebra, or geometry, or something else, but their knowledge of men and things and even of the English language is often very deficient. They have not the art of guiding and directing the young mind. They have not learned to teach; and before they have had time to improve by experience they get dissatisfied, or the people are dissatisfied with



them, and they are off to something else. Some other young man works a few difficult problems in the higher branches, gets a certificate and thinks he can teach a Common School, for which important vocation he may be totally unqualified. Still we have some very efficient teachers, but two or three of the very best we had, and who had been teaching several years, have left this year and engaged in other pursuits. It is questionable whether the plan of calling in all second class certificates every year is the best that could be adopted, and County Boards will need to exercise their judgment and discretion, perhaps, by oral examinations or otherwise in respect to lads who have a facility at mathematical problems while they are miserably ill-qualified for directing the studies of a Common School. I am happy to say that the number who attend no school is much diminished within these few years, and there will this year be an additional school at Blandford, which was very much needed. I have at length resigned the office of Local Superintendent, my age and other duties admonishing me to leave it to younger and more efficient hands; but I shall ever feel a deep interest in the prosperity of day and Sabbath Schools, with which I have had much to do for over half a century. I hope that you may be long spared and enabled to labor with success and honor in your high and important position.

87. *Gilbert Telfer, Esquire, Oxford North.*—In my report you will see that a good many children over five years, attend no school, the reasons given being, "negligence of parents," and "too young to travel the distance the school-house is from them." There are no School Libraries. The general regulations in regard to religious instruction are not followed. The revised programme for the County Board examinations is observed, and the questions are printed. There were prizes distributed in one School Section; I think they had a good influence.

### XXX.—COUNTY OF WATERLOO.

88. *I. L. Bowman, Esquire, Waterloo.*—Whilst there are features in my report which are very discouraging, still there are also those which are not less encouraging. You will notice in the report the great disparity in the average attendance in the different School Sections; this arises principally from the inequality of their size, Waterloo Township having originally been very irregularly laid out, rendered a just and equal division of it into School Sections very difficult. Some sections are much too large while others are quite too small. Some sections are two and even three times the size of others, consequently, in order to afford equal educational facilities to all the pupils of the different sections of the township, the rate-payers of some of the School Sections must pay more than double the amount of taxes on the same valuation than those of the other sections pay. This has been a source of a good deal of dissatisfaction in the township. Several of the School Sections have presented petitions to the Council to have the matter remedied. But, notwithstanding this and many other drawbacks, I have much pleasure in apprising you of the fact that the cause of education is still progressing in this section of the country, and that its blessings and advantages are being more fully appreciated. Teachers are generally pretty fairly paid, and Trustees are beginning to be more particular about the qualifications of the teachers they employ than they formerly were. It is becoming very difficult for a third class teacher to obtain a situation as teacher at all. At present there is only one-third class teacher employed in this township. The County Board of Public Instruction hold their examinations semi-annually. They are chiefly conducted in writing. The Revised Programme is strictly observed, and the questions are printed. The examinations are careful and thorough. The standard of qualification of teachers is gradually being raised, which has not only proved highly beneficial to the teachers and schools of Waterloo Township but also to the educational interests of the county generally.

### XXXI. COUNTY OF WELLINGTON.

89. *A. Dinywall Fordyce, Esquire, North Riding, County Wellington.*—During the year several new school-houses have been opened. Two of these, in section 4—Pilkington, and 7—Peel, were referred to in my last Report. The former is built of stone, the latter of brick; both are handsome and commodious, and the latter is ornamented by a belfry. Unmingled satisfaction accompanied the opening of the school in Pilkington, which was celebrated by a social meeting at which \$50 at least were realized for providing a library. In this case of the other, where the want of a good school-house was still

greater, no such celebration took place; but I trust a better state of feeling may soon prevail there than what has arisen ostensibly out of the erection of this school-house: A very neat painted frame school-house has been erected also in section No. 3 Peel, adorned in like manner by a belfry; and a school-house has been erected in Section No. 8, Maryborough, and union sections established with part of Peel both there and in section No. 12, Maryborough and Peel; school in the latter being carried on at present in rented premises. Several of the Annual Reports show that preparations are in progress for the erection of school-houses in new sections. In several of the larger schools it has been found necessary to employ an assistant to the teacher, whose time was too much occupied with the attention he required to give to the least advanced scholars. This has been the case in the Villages of Salem (5--Nichol and Pilkington) Glenallan (2 Peel) and Drayton (4 Peel and Maryboro'), I find the teachers are anxious for improvement and availing themselves of such means as come within their reach. In several schools I find Reid's Dictionary in use, at least by the teacher; and I do not know that a more general use of that work where it was desired and could be introduced would be inconsistent with the regulations respecting unauthorized text books. It probably meets more fully a want which is not met by any of those really sanctioned. The state of matters respecting adherence to the employment of such is not greatly changed yet; but I am glad to find a reduction in the cost of Lovell's Geography—which at all events removes to a great extent the difficulty complained of on that score—other cases are, I believe, exceptional. I last year found a work on philosophy in use, an American work (Lutter's I believe), and the teachers' explanation was, that there was none authorized, and he did not know a better. The scholars appeared to be gaining valuable information, although not in a strictly legitimate manner perhaps. Teachers, through the unhappy state of affairs in the United States, have considerable facilities afforded them for increasing their own stock of books at a moderate outlay; and some do so, where no public library is available, or none containing a very general selection of books. I find only one school reporting an addition to its section library during the past season. I wish all would be stirred up to taking measures to secure so valuable a boon at so comparatively light an outlay. In the 90 schools under my charge, only 25 are provided with libraries; and ten of these are in one township (Garafraza) which, with praiseworthy propriety, a few years ago made a grant to all the schools in operation for this specific purpose. Two sections in the township, and no more, are still without a library; one of these has not been long established, and the library provided for the other and procured from the Educational Department was destroyed by fire before it had been unpacked and has never been replaced. I hope, however, both may soon be on the same footing as the rest. The attendance at the schools during the season has been generally good, at least comparatively so. There are unquestionable obstacles in many cases in the unopened state of the roads in remote sections:—making it, as was remarked in one of the reports, impossible for young children to go to school unless the older ones happened to be going—and in some places the high price of wild land causes many lots to be unoccupied and adds to the difficulty. Poorly provided with winter clothing, and liable to such additional drawbacks, the attendance in some localities, is very indifferent and unsteady; otherwise it has been tolerably fair, while in most cases it *might*, with a little care, be much better. I am glad to think that there are no more schools that are actually kept open short of the whole year than there are. I know it is far from a wise procedure, and yet it is occasionally decided on at an annual school meeting. I think, in general, the state of the schools has been in advance of former years, and the Board of Public Instruction has determined to be stricter in examination than it used to be. It has also resolved to admit no applicants under 16 years of age, considering that age quite early enough to commence teaching. Previously the time of the Board was unreasonably occupied by those who had no intention, immediately, (if ever) to teach; and with examination of answers to printed questions the delay would be greater than with oral examinations. The teachers' salaries have not varied greatly. In one case lately, when consenting to what appeared to be a reasonable application for the formation of a union section, I felt a measure of regret on account of two sections, which were weakened by the alteration, having just concluded on raising the salaries of their teachers and retaining them. There is so much desire for change, without any real ground, as I believe, for it, that it is refreshing when instances of a different spirit are manifested. In the present year (1865) as many as 22 new teachers are employed, that is, such as have not

taught in the Riding before, 15 who were teaching last year have moved to other sections, and 3 are engaged who had taught formerly; so that 40 schools out of 90 have changed their teachers. Surely many of these changes might have been beneficially avoided; while the teachers employed may possibly be as efficient, the loss to the schools owing to the change will and must in many cases be felt. In a few instances I trust improved results may follow the change as respects both parties. The increase in the number of Roman Catholic Separate Schools under the arrangement which came into operation a year ago, as well as the additional facilities afforded to those previously in operation, deserves notice. The feature of the law which I believe appears most objectionable to the Trustees of mixed schools affected by the change, and also to Roman Catholics themselves who did not *heartily* enter into the movement, is the power to draw scholars not by a travelled road, but across swamps or whatever other obstacles may exist a distance of *three* miles, which in many cases would make *five* by the road that would have to be travelled to reach the school. Besides this it is found awkward and troublesome to know what they can safely reckon upon for support, when the Trustees of a *Mixed* School in a Roman Catholic Separate School neighbourhood, wish to engage a teacher in the beginning of the year, and cannot tell before the First of March how far their expectations will be realized, while the supporters of the Roman Catholic Separate School who wish to withdraw from it, must signify their intention by the second Wednesday in January—placing the advantage clearly in favor of the Roman Catholic School. The two schools which were newly established in the Township of Peel, under this alteration of the school law, have been carried on with considerable zeal and efficiency: also, that in the Village of Arthur (in Section No. 1), although the latter was very poorly off for accommodation in the rented premises which were occupied. Another school has since been established, as you will see, in Section No. 12, Peel, and I presume, is now in operation. The mixed schools, out of which the scholars attending the separate school have been drawn, have likewise been continued, although two at least have been very materially weakened. In the case of one of these there is, with a small attendance and not adequate support, one partially redeeming feature indicated by the answer to the question “How many children not attending any school.” The answer is “We do not think they are *any* now.” If this applies equally to the additional school that has been established,—setting aside what appear to be reasonable grievances on the points alluded to, and that the attendance at the separate school also becomes more regular and consequently under proper management, progress is more discernible than at the mixed school when all were together—there may after all be some alleviation to the feeling of regret that schools which were doing well and working harmoniously, have been crippled by the action taken, and the ability for each to sustain a really efficient school lessened. It is of course my duty to do all I can for the school whatever it be, to stir the people up to the importance of educating their children; and for this purpose it is my intention to deliver school lectures in the separate schools, as well as in the others:—the nearest approach to this having been an intimation to the teacher of a separate school, that I was to deliver a lecture in the adjoining school-house, to which as many of the supporters of his school as could attend were invited. He did so himself at all events.

### XXXII. COUNTY OF PERTH

90. *The Reverend A. E. Miller, Wallace.*—I have the honor to inform you that the schools under my jurisdiction are, with a few exceptions, progressing favorably. Considering the short time the Township has been settled, and the poverty of the settlers, the schools are much better than I expected to find them. The school-houses though mostly built of logs, are generally comfortable, and many of them are provided with maps and tablet lessons. There is a Township library which is divided among the school sections, and as far as I could ascertain from those in charge of these libraries, the lighter works are sought after by both parents and children. It is much to be regretted that in the selection of books, more attention was not paid to the choice of books within the comprehension of the generality of readers. I find here as elsewhere in Canada, this is a matter much neglected, and hence a large number of books are found on the library shelves which are never read. Irregularity of attendance is a prevalent evil here, owing to the badness of the roads at certain seasons of the year, to the want of suitable clothing, keeping the children at home because they are useful about the house and farm; but principally through the ignorance and indifference of the parents, who being generally uneducated

do not fully appreciate the value of regular attendance at school. In the schools where prizes are distributed I think the children take more interest in their studies, and attend more regularly. I omitted to mention that the library books are labelled and covered with cloth. Seeing the importance of having a better class of teachers than there is at present generally employed, the County Board has raised the standard. The examinations are in writing, and two-thirds of the marks required must be obtained by every Candidate or no certificate is given. Very few unlimited first-class certificates are granted, second-class are granted for two years, third-class for one, not renewable. This course, I believe, will have a very beneficial influence. Since my appointment I have been unable to give lectures at night, and it is almost impossible to get the parents to attend during the day. I intend however in the course of the year to deliver lectures at night in every school section. I find that the Trustees under the present school section system do not take as much interest in the schools as they should, the strife very often about the employment of a teacher is about all the interest, if it can be so called, that they take in the schools. The frequent change of teachers too is a serious drawback to many of the schools. This year, however, there have not been many changes. As to the religious instruction of the children, I know of no clergyman but myself who attends to this matter, and this is confined to children of my own denomination, although other children who choose to attend are not excluded. It is to be hoped with advancing civilization and increased material prosperity, most of the evils above referred to will be removed.

91. *The Reverend Robert Hamilton, Fullarton.*—I am glad to say there is more interest taken in the education of the young than there was a few years ago in this Township. There is now a desire to get comfortable school-houses. The log buildings are now forsaken in many sections, and the frame or brick ones entered. I am glad to see something like rivalry in this matter of educational progress. We have still a great lack of school apparatus in nearly all the sections; but there are some enterprising persons rising up, who will do something for the further advancement of education by providing facilities.

### XXXIII. COUNTY OF HURON.

92. *Cyrus Carroll, Esquire, Howick.*—I find it necessary to remark that in many cases, Trustees are not competent to fill up their Reports properly. As I had felt much inconvenience on this account last year, I have requested teachers to assist their Trustees in making out their Reports, and I am happy to notice some improvement in the papers received this year. There is a defect still, and I have had no little amount of labour and anxiety before obtaining sufficient information for my Annual Report, and this accounts for the delay. It seems cruel to elect men Trustees who are incompetent, from want of education or otherwise, and to compel them, *volens-volens*, to serve; and after they have done their best, to fine them for sending me an incomplete or incorrect Report. It is my intention to prepare a paper on book-keeping for the next examination of teachers and to make the items such that, when properly arranged, they shall show a good example of Trustees' accounts of Receipts and Expenditures, and much the same as is required in practice. I shall request them in the event of getting employment, to assist the Trustees in making out their Reports, and to promise to keep a note of the manner in which they do it. Of course, I would not require or expect that they should become responsible for the accuracy of the answers given, but would require them to fill every column, and begin with such as the Trustees could answer immediately, and direct the Trustees as to what information might be required of them, and when the Trustees had obtained it, to complete the Report and hand it to them. If I can in any way or by any means get Reports that shall be accurate in all respects, I shall deem myself very fortunate, and shall publish the result in the Journal of Education for the public benefit. I am sure your experience must have been such as to call loudly for some reform in this respect. Of course, I assume that all Local Superintendents will send you Reports without delay or inaccuracy, if they can obtain proper Reports from the Trustees, and without inflicting a fine on them for their ignorance. I have much pleasure in stating that first meetings have been held and Trustees elected in School Sections Nos. 8 and 13, and I have no doubt school will be kept in each of these sections during at least a portion of this year. School has been kept continuously in all the other sections except only No. 16, Howick and Grey. A new school-house has been erected and finished in this section during the last year, and I now expect school will

be kept the whole year. I had the pleasure of addressing a meeting last month in the new school-house. The object of the meeting was to provide funds for a library. About (\$20) twenty dollars were raised for that purpose. This of course will be added to from time to time. The cause of non-attendance generally is the *bad roads*, and distances to be travelled. Irregular attendance is from the same cause and the poverty of the parents. The general regulations for religious instruction are followed, and, I believe, with great benefit both to the moral and religious characters of pupils. The questions for examination of teachers are printed. I would recommend that Boards of Education be required by law to elect their Chairman annually, the same person being eligible to reelection by his consent. Were this the case a Chairman may be changed without giving or taking offence. This is a reform much needed.

93. *The Reverend William Barr, Ashfield.*—I have little to say regarding the questions to be answered in these general remarks, having only held the office of Local Superintendent for the Township of Ashfield since October last. First of all as regards the influence of prizes on the pupils, I would remark that, as far as my knowledge extends, no prizes, strictly speaking, have been distributed at any of the schools. I was present at two of these schools, before I was appointed to this office, when public examinations took place, and on these occasions the Trustees of both Schools had furnished themselves with a sufficient quantity of books to give one to each child present on the occasion. The children seemed to have a momentary gratification in getting possession of a book, but beyond that I could not see any good result. Religious instruction is but partially attended to by the teachers. This subject, however, will in the future occupy my attention when visiting the several schools in the Township. The Revised Programme is observed by the County Board, and the questions are printed. In school section No. 8, a library has been recently established, and the teacher has now got through the operation of covering, labelling and numbering the books. There are very few libraries indeed in this Township; and from my present limited experience, I can say nothing of the influence they exert on the communities around. These matters D.V., will all demand my attention in the future.

94. *The Reverend John Stewart, Hullett, McKillop, Morris and Turnberry.*—All the schools under my superintendance have been in operation during the whole year, with the exception of the Roman Catholic Separate Schools in Hullett and McKillop, both of which were closed for a few weeks. School sections Nos. 2, 3, 4 and 6 in the Township of McKillop, Nos. 1, 9, and 5 in the Township of Hullett, United School Section No. 4 in the Township of Morris and United School Section No. 4 in the Township of Turnberry are efficiently conducted. Three of the teachers hold first class Provincial certificates, and the remainder, with one exception, hold first class certificates from the County Board. The Trustees also, of said sections, appear to co-operate with their teachers by the punctual discharge of their duties. The rest of the schools under my supervision are not, I am sorry to say, in so prosperous a condition as the above. The principal reasons are irregularity of attendance owing to indifference on the part of parents and guardians, and the want of commodious and properly furnished school-rooms. Trustees are also remiss in the discharge of their duties, and do not take a sufficient interest in the quarterly examinations. I hope, however, to be able to report more favorably in future.

95. *R. D. Bonis, Esquire, Hay, Osborne and Stephen.*—I regret that it is not in my power to make my returns as complete as I desire. However, it is but fair to state that in this respect an improvement has been made by the Trustees, particularly in the financial reports, which I consider to be, with very few exceptions, entirely reliable. Those portions of the annual school report, which are taken from the school registers, may be looked upon as strictly accurate; but I think in many instances the Trustees have understated the population, particularly the adult population; and as respects the number of those of school age who are reported as not attending any school, the Trustees are in the practice of deducting the number on the register from the whole school population, and returning the difference under that head; and I am disposed to believe that if the errors in taking an account of the school population were added to the non-resident attendance, there would be found very few indeed of school age who do not attend school at least some part of the year. The library returns are defective; for I am aware that a library has been placed in

every school section in those townships, but as they are not in all cases under the control of the Trustees, no notice has been taken of them in some of the Annual Reports.

#### XXXIV. COUNTY OF BRUCE.

96. *John Eckford, Esquire, Brant, Carrick, Culross, Greenock, Elderslie and Saugeen.*—The financial statistics in my Annual Reports are, I believe, very correct. It was often no easy matter some years ago to make out reliable returns from the blotted and blundered reports of Trustees. They are now generally clear and satisfactory—an improvement resulting mainly from the employment of auditors, and in some measure also from the fact that in several sections some of our young men, who have been better instructed than were many of their seniors, now hold office as Trustees and Secretary-treasurers. The returns in columns headed "children not attending any school" are very incomplete, and the numbers, when given, are not always to be depended on as perfectly accurate. This must be the case when the numbers on the registers are subtracted from the estimated—perhaps roughly estimated number of children of school age. Be it observed also that I find a few not at school in their own, but in the neighboring sections. In forming a correct opinion on the subject of school attendance, it is also to be taken into account that in these new townships comparatively few continue at school when arrived at the ages of 14 or 15 years. These may be set down as not attending any school; but let it not be supposed that their instruction has been neglected, or that they have not previously obtained a fair education. But why are so many thus early, and in some cases earlier, withdrawn? Not, as I sometimes see stated, from greediness, avarice or indifference. Such may be the case in some instances, but it is ordinarily from a different cause. The case is this. Many of the settlers were young men, already the parents of small and young families. For years they struggled single-handed to clear their farms and support their households. By and by the cultivation of considerable clearances, which still required to be enlarged, and increasing family demands overtask their powers. Add to this the disadvantages both as to purchase and sale arising from distance from the great marts of commerce and the best produce marts. Stern necessity, therefore, compels many to avail themselves of the only assistance within their reach—the labor of their boys to keep a roof over their heads. The attendance, notwithstanding, continues to improve. Much can be and is done by the earnest appeals of Superintendents in their lectures, and some zealous teachers in my district, with little prompting on my part, do good service by friendly calls upon the parents. By these means we are continually breaking up a little fallow ground, and some good fruits repay our labor. No case has come under my observation in which the scholastic training of the children has been totally neglected. I wish I could write cheerfully of good home morals and religious training as universally prevalent. But to return. That there is much irregularity of attendance is undeniable, yet bad weather, deep mud roads and distance cause no inconsiderable part of it. "Why are you not at school, James?" said I on a morning of last December to one of our boys. "Oh, Sir," was the reply, "I would go, I have got boots, but I want clothes, and mother has not got home the web from the weaver." I say nothing against a compulsory law, but to frame one which will reach those who have no such hinderances as I have stated, and not oppress those who are doing all in their power, will be rather a difficult piece of legislation. You will perceive that the schools, with few exceptions, are now open all the year, and that the rate bill plan of support seems to be totally abandoned. Prizes are distributed with excellent effects; but whilst prizes, properly so called, are distributed to the best scholars and to those who have distinguished themselves by diligence, good conduct, and regular attendance, less valuable books are given to the others as rewards and encouragements, and they are excited to aspire after higher distinction at the next distribution. All are thus cheered and the joy and satisfaction are universal. With regard to libraries, they are slowly established and not well kept up by additional purchases. I could state one case in which the library is now nearly out of existence, and no longer reported. That they are doing not a little good is visible, but not among the school population unless in a very indirect manner. These libraries are not adapted to the young. I have examined all of them and find exceedingly few volumes fitted to attract our scholars beyond the turning over of the leaves to admire the illustrations. They are called Common School Libraries, but they are rather District Libraries, bought with the Common School fund and occupying a case in the

Common School-house. I think there is no illegitimate use of school funds in providing proper books for the benefit of the sections at large, but why are the juveniles so overlooked? The benefit they derive is not from the Common but from the Sabbath School Libraries. I have seen the very best effects in a Common School from a carefully selected and well adapted library, and our literature abounds with histories, biographies, and works on elementary science, as well as with vast varieties of a different description which many would read with the keenest relish if within their reach.

97. *The Reverend William Frazer, Bruce, Huron, Kincardine and Kinloss.*—I am happy to find that poor as the people are, and hard as the past year has been, and stormy and wet as the last quarter has been, with scarlet fever much spread amongst the people, the attendance of the year is regularly on the increase. The increase of Bruce during the last half year compared with the same time the year before, has been 20 per cent, Huron 35, and Kinloss 13 per cent. In one-half of our sections, those who never attend any school, are now become very few, as will be seen. Shortly parents will feel it a disgrace to have any of that ill-fame. Poverty and indifference are the causes of it. A share of education is now becoming fashionable. I am encouraged to hope that the voluntary action of Free Schools will shame the guilty to their duty to their children, for whom they are so deeply responsible to God and their country. Our examination is by means of printed papers and thorough, but were the papers uniformly made by the Department for the Province and sent to the clerks at the time, there would be more uniformity, less expense, and far less danger of friends and boys giving them to favorites in the different printing offices. They should furthermore be attended by a list of answers and value, which would lessen the work of the board one-half, and be a great deal more just and safe to all parties. It comes hard for the poor teacher to be condemned when not wrong, or to find worse scholars placed above him by mistake, &c. A township fund, to help the building of school-houses, would go far to secure such houses as we want and do away with useless trash. It should be spent in grants to such as might be built on a proper model, and managed by the Township Council and the Superintendent of Schools.

#### XXXV. COUNTY OF MIDDLESEX.

98. *The Reverend T. C. DesBarres, Dorchester North.*—I have, in common with most Local Superintendents, to lament the indifference of parents to the education of their children. In this township above 190 children attend no school whatever, and the half of those that do attend, attend little over half the year, and as far as I can learn this is a fair representation of the other township. To my mind (I trust you will pardon the liberty I am taking) this general complaint of indifference calls loudly for some specific remedy I think it was Lord Macaulay who said that "the right to have included the right to educate." If ignorance, as is evident from national statistics, is one of the most fruitful sources of crime, then the same legislation that takes cognizance of the crime should adopt suitable measures for its prevention, and this cannot be done successfully without compulsory education. I merely throw out the suggestion, for I think the subject is one that demands very serious consideration. The Revised Programme is closely adhered to by the County Board. The Questions are not printed. The examinations are written. At one time they were conducted orally; but the present mode has proved the most satisfactory for testing the capabilities of the candidates. The regulations with respect to religious instruction, I am very sorry to say, are not generally observed. The majority of the schools are not opened and closed with prayer. In my visits to the schools I have urged it as duty upon the teachers, but with little success. The Bible is used 'tis true, but I fear not in a way calculated to exert a religious influence. I hope my next report will be more satisfactory and encouraging with reference to this subject. To my knowledge no religious instruction is given by any minister at the hour appointed by law. I regret to find that so few of the schools have libraries. I was under the impression they were more general. My attention has not been directed to this very important part of education, but I will take an early opportunity of impressing upon the people the necessity for their formation, by pointing out to them the beneficial effects arising therefrom. I have not yet delivered my annual lectures, but expect to discharge the duty next month when an opportunity will

be offered me of meeting the people face to face and addressing them upon some subject of a practical nature in connection with education.

99. *The Reverend T. G. Sanders, Biddulph.*—I beg to report a visible improvement in the schools, which I observed in my visits following the primary; but in some there remains much room for improvement. The questions in the Annual Report to be answered in the "general remarks," I cannot answer satisfactorily. With reference to the cause of non-attendance the general answers are "carelessness" and "not known." Some schools are opened and closed with prayer and the reading of God's Word; This is the sum total of religious matter brought to bear on the children attending the Common Schools of this Township. I wish the provision made was better acted up to; but I feel this cannot be consummated until we obtain a class of men better fitted in every way for the profession. The questions for the County Board examinations are written by the Superintendents. Very little influence is exerted by the library, for I never met a community less inclined to read. I observe that only one school gave prizes. It is a great pity Trustees do not make provision for this encouragement. I purpose (D. V.,) endeavoring to show them the necessity and usefulness of this.

100. *John A. Scoon, Esquire, Adelaide.*—In presenting my report of the Common Schools in the Township of Adelaide for the year 1864, it gives me great pleasure to state that they are all in a flourishing condition, and that a large majority of the inhabitants are willing to support them liberally as is evidenced by all being free. Yet I have to regret that in No. 7 there are neither maps nor apparatus of any kind, nor could I induce the trustees to procure any, though the section is well able to bear the cost. I am sorry that they cannot perceive the injury they are inflicting both upon the teachers and children by this neglect. Would it not be well to adopt some plan to remedy the evil in such cases as this, where the section can well afford to procure the necessary appliances, but will not do so? I think a sufficient amount might be taken from the apportionments and the necessary apparatus procured for them. The teachers are generally well qualified for the work, nearly all holding first class certificates, and one or two of those who hold second class have proved themselves well fitted for their duties as teachers, notwithstanding their failure to procure the highest class. The schools have been kept open nearly the whole year, some were closed for short periods, and others were badly attended during the prevalence of a fever that visited this township in the summer. Most of the schools are opened and closed with prayer, and either the Bible or Testament is used in all. The general rules regarding religious instruction are only partially observed, and the results are not of much importance. The revised programme for County Board examinations is observed, but the questions are not printed. The teachers would be better satisfied if the questions were printed, and I think the examinations would be more complete if the rooms were so arranged as to prevent copying. There is a large Township Library for the use of the School Sections, distributed in numbers proportioned to the number of inhabitants in each, and changed whenever required. The books are not much read, only very few people availing themselves of the advantage and consequently not much good is derived from them. They are all covered, numbered and labelled, and the general rules are observed. Public examinations have been held in all the sections but one, and prizes have been distributed in a majority of them, but I am not aware that much benefit has been derived therefrom, the distributors being frequently charged with partiality, and discontent is sometimes the result.

101. *The Reverend Archibald Stewart, Metcalfe.*—I regret that I am not able to report any marked progress in the Common School education of Metcalfe during the past year—one or two schools excepted. I think that one of the chief causes is the irregularity of attendance. I visited the schools twice during the year, and in most of the schools I found the attendance very small. Another cause which may contribute to the want of progress is the disposition in Trustees to employ female teachers, because they can get them a few dollars per month cheaper. This remark I consider to hold good with regard to schools where the pupils are well advanced. Sections No. 8 and No. 9, having been only six months in operation, and during this period taught by female teachers, have made wonderful progress. These two sections, having been taken off the extreme ends of Section No. 1, are very small, and consequently, are not able to keep school open more than six months in the year, but even with this, the inhabitants consider themselves much more



benefited than formerly, when the children had to walk three and four miles, a circumstance which kept the younger portion of the children at home.

102. *Charles Hardie, Esquire, Nissouri West.*—In again transmitting the Annual Reports of the schools in West Nissouri, for 1864, I have these gratifying remarks to make. The length of time they have been open averages 11½ months; they have all been free, and have been taught by well qualified and efficient teachers, of whom three are from the Normal School, six hold first class, and two second class County Board certificates, and one holds a third class certificate here, but second from the County Boards. Our school sections having been formed according to the peculiar requirements of the primitive settlers, thereby causing great inequalities in extent, varying from two thousand to upwards of five thousand acres in each, and some of the Union Sections showing signs of dissolving their connection, rendered a change on a more equal basis of extent necessary; therefore the Municipal Council, having resolved to change them, have had to undergo more annoyance from a part of the people than they ever encountered before in any other measure under their consideration; nevertheless they have remodelled them as far as practicable, by assigning (with only a few exceptions) about four thousand acres to each section, without respect of persons; so that hereafter, I hope, a Common School here will have equal common rights in every respect, as well as being established and provided for, on the same principles, by the Common School Act. One fact has been strongly established by the above change, viz.: the Common Schools are permanent institutions and must not be interfered with, unless there are strong, justifiable reasons for making alterations. Some of our schools are now closed, and several new school-houses must soon be erected, owing to the new arrangement, by which we have suffered a great loss by the removal of some excellent teachers, and by the interruption in the progress of our pupils; still, I hope that, with redoubled exertions, as soon as circumstances permit, we shall regain what is lost. Our County Board in London has become more thorough in the examination of candidates, on which account more than the usual number are reduced in the grades of their certificates, and rejected. I have great satisfaction in stating that five of our teachers were recently pupils in our schools, one holding a first class, and another a second class Normal Provincial certificate, two holding first class, and another a second class county certificate. Without enlarging farther, I now close this Report by wishing you a prolonged and undiminished prospect of seeing the Common School system of Upper Canada produce such admirable results.

#### XXXVI.—COUNTY OF ELGIN.

103. *Leonard Luton, Esquire, East Riding, County of Elyin.*—It affords me much pleasure to be able to say that the Common Schools of the East Riding of the County of Elgin have, during 1864, accomplished more in the important work of training the rising generation for future usefulness, than during any previous year of my acquaintance with them. A large part, if not all of this increased effectiveness is attributable to the superior class of teachers engaged in moulding and giving direction to the mind. Neither of the two Boards that grant licenses within my jurisdiction sends forth third class certificates; and what is still more gratifying, the Boards in some branches have been able to rise above the minimum qualifications as prescribed by the Council of Public Instruction for Upper Canada, in their requirements from first and second class teachers. The result of this high standard of qualifications has been to remove some from the profession entirely, and others necessarily have gone to other counties in order to continue in the calling; and thus this locality reaps the advantages of an efficient class of teachers of whom the community may justly be proud. The questions for each semi-annual examination are printed, and the abilities of each applicant are judged of by the written answers given. The almost universal testimony given to account for non-attendance is "indifference of parents." When will parents feel alive to the best interests of their offspring? In regard to religious instruction I have to say that not much attention is given to it. The moral influence exerted by nearly all of the teachers is good. Not in one instance to my knowledge have the Clergy of any denomination availed themselves of the opportunity afforded them of imparting religious instruction to the schools after Four o'clock in the afternoon, of one day in each week. I do not know why they should neglect such an opportunity of doing good. In my visits to the schools in one instance only have I met with a library for the use of the day school. This is in School Section No. 9, Yarmouth. The teacher F. F. Jones, in-

formed me that the pupils eagerly read the works contained in the Library, and the result was beneficial. A taste for general reading was acquired which soon manifested itself in an increased interest in the studies of the school-room. Nearly all of the libraries reported by me, belong to Sunday Schools and have been read years ago, and are now lying upon dusty shelves, and in old boxes, untouched. In a few schools prizes are awarded regularly. Sometimes bad effects arise from the prize-giving system; but when judiciously managed it gives increased vitality and energy to the whole school. The great desideratum in nearly all the schools under my charge is apparatus. A large number of the best teachers feel more and more the need of something else than books, (which are often dry, unmeaning things), with which to call forth the powers of the mind. The shoemaker, the blacksmith, the watch-repairer, or the common mechanic requires tools to the value of not less than \$100, in order to accomplish well their respective objects: but the school teacher, who is expected to take the infant of five years, and give it a moral, intellectual and physical development, fitting the important part the future man or woman is to play in the world, in a majority of cases has only \$5, \$10 or \$15 worth of implements with which to attain so great an end. The Educational Department I am aware has been untiring in its efforts to furnish apparatus; it has offered very great facilities for obtaining much that is needed in every school of the Province. I hope to see the time when the value of school apparatus will be more appreciated, and its worth be counted not by tens but by hundreds of dollars. Almost every one who has been connected with the practical workings of the school law has been troubled with the difficulties that arise in connection therewith. It appears to me that very much of the contention, ill-feeling and disturbances which frequently destroy much of the usefulness of the Common School, arise from the want of an acquaintance with the provisions of the law by which they profess to be governed. Is it reasonable to expect a change so long as this ignorance prevails? Some School sections in this Riding have only a dilapidated piece of the School Manual; others have none at all. But as a general rule each school section has one copy of the school law, which is in the possession of one of the Trustees, who perhaps looks into it occasionally during term of office. Ought not the Trustees' School Manual to be in almost every family? Would it not have a good effect to use it as a text book in the various schools? The pupils are taught writing, reading, arithmetic, and other branches, in order that they may be fitted to perform the duties that will devolve upon them when they arrive at manhood or womanhood. Ought they not then to study the school law so that they may know their duties to the Common Schools, whether parent, guardian, rate-payer, trustee or teacher. Of the four townships in this Riding, only one (Malabide) applied the Clergy Reserve money to school purposes. This municipality placed the money at interest which gave a dividend to each school section within its boundaries of \$39.50 for 1864. The Free School system is gradually gaining ground, but I presume it will never become universal till made so by Act of Parliament.

#### XXXVII. COUNTY OF KENT.

104. *David Mills, Esquire, County of Kent.*—It will be seen from the reports which I have the honor to transmit to your department, that the schools of this County are in a prosperous condition; and that the increased attendance more than keeps pace with the increase of population. As this is the last time that I shall make any official report to your department, I may briefly notice the progress of education in our schools during the past nine years, the present defects, and the means by which they may be removed. There was, in 1856, an attendance of 4109 pupils of school age, and 427 of other ages; and in 1864, there was an attendance of 6409 of school age, and 514 of other ages, being an increase of 53 per cent in nine years, which is an increase of attendance of about 13 per cent over the increase of population for the same period. There are, of course, many pupils every year leaving the school before they arrive at the age of 16 years; and when a school is well taught and well organized, the condition of the classes must be always pretty much the same; the increased number found in the higher classes will not be much, if any more than the increase of population. It is evident, then, when the aggregate number of pupils in the higher subjects has greatly increased, that a larger number of schools have been brought into a higher state of efficiency. I cannot indicate the increase in the number of good schools, better than by comparing the number of pupils in the higher branches of study in 1856 with the number in 1864.

| Reading in the 5th Book, in 1856, | 929  | in 1864, | 1319 | percentage of increase, | 42  |
|-----------------------------------|------|----------|------|-------------------------|-----|
| Learning Arithmetic,              | 2452 | "        | 3646 | "                       | 48  |
| " Writing,                        | 2382 | "        | 3668 | "                       | 49  |
| " Nat. Phil.,                     | 90   | "        | 134  | "                       | 43  |
| " Grammar,                        | 826  | "        | 1397 | "                       | 69  |
| " Bk Keeping,                     | 88   | "        | 188  | "                       | 113 |
| " Geography,                      | 999  | "        | 2345 | "                       | 134 |
| " Mensuration,                    | 24   | "        | 57   | "                       | 137 |
| " History,                        | 333  | "        | 1042 | "                       | 212 |
| " Algebra,                        | 32   | "        | 123  | "                       | 284 |
| " Geometry,                       | 7    | "        | 53   | "                       | 657 |

In 1856, there were 68 schools out of 75 that had no maps, except a small map of Canada, and 14 were without a blackboard. Now there are not more than 6 schools without maps, and not one without a blackboard. Nine years ago thirty of the schools were taught by persons holding third class certificates. Now there are none of that class employed in teaching Common Schools. During this period 40 new school-houses have been erected at a cost of about \$20,000. There were then 35 schools out of 75 free; during the past year out of 96 schools in operation, 84 were free. With the greatly improved appliances, and with better educated teachers, the result has been a marked improvement in the schools. There are still many schools indifferently taught. There are many teachers without any proper notions of organization and discipline. Seeing that but a small minority of the teachers are likely to receive a Normal School training, it is worthy of serious consideration whether, in the future, each candidate for examination ought not to be trained in some good Common School, as a pupil-teacher before he or she is admitted for examination. I have had an excellent opportunity for observing the influence of the teachers with the children during the past ten years; and when I compare school sections similarly situated, in which there have been, in some instances, well qualified teachers employed for a number of years, and in other instances in which there have been inferior teachers employed, the contrast is great beyond any previous conception I had formed. I am satisfied that reform in this respect is not only possible but is urgently needed. A really well qualified teacher not only develops the intellect, but in a great measure forms the character of his pupils. When Dr. Sears says, that the teacher does extremely little towards moulding the character of his pupils, from the short period of each day they are with him, I am satisfied that he is speaking of an *actual* and not of a *possible* condition. When the teachers are very young, without strong convictions, and employed but for a short period of time, I have no doubt but this is the case. Where the sections are wealthy and well qualified teachers are employed for a number of years in succession, I am satisfied, from what I have observed, that the result is very different. Where changes are frequently made, the relative merits of different teachers are constantly discussed by the pupils. This is sufficient to neutralize any influence a teacher may have for good. I believe that if a portion of the Government Grant and the Municipal Assessment was distributed in proportion to the number of years the schools were kept open by the same first class teachers; it would have a beneficial effect. I say first class teachers, because a well conducted school cannot be properly taught for a long time by a second class teacher. The inspection of the schools, at present, is very defective. There is nothing depending upon the examination of the schools by the Local Superintendents. There ought, in some measure, to be payment for results. A well taught school ought to receive more public aid than one badly conducted. The law should state the minimum size of a school section. At present there is no restraint upon the power of Township Councils, and there is a constant tendency to contract the limits of sections and make them less than they ought to be. At present there are in this county about a hundred school sections, the total population being 40,000. Many of these sections are much too small. As the roads are improved the school sections can be made larger without increasing the inconvenience of increased distance. Were the whole county as densely settled as the most densely settled rural districts, the population would be 100,000. The majority of the schools would require two teachers, and to have a senior department. But unless there is a minimum limit fixed by law, the advantages of increased wealth and population will be more than counterbalanced by re-divisions of the school sections. In the large school sections not only is the attendance proportionably

much larger than in the small sections, but nearly all the pupils in the schools pursuing the higher subjects of study are found in them. I take as an illustration one school section of a township containing 170 children of school age, and I find a number of children in the higher subjects of study, and the average attendance greater than that of 7 other sections the aggregate school population of which is 350. In many of the schools habits of neatness and order are not sufficiently attended to, and reading and writing are learned by the pupils rather than taught by the master. The practice of permitting the pupils of a class to read each a sentence at a time, greatly militates against learning to read well. In the more backward schools children seldom do much but read. I have frequently been told by the teachers of such schools that the children are still too backward in reading to be able to tell anything about what they read. I have endeavoured to impress upon such the truth;—if they would examine them upon the subject of their lessons, and try and interest them by explanations, they would make much greater progress even though a large portion of the time was withdrawn from oral practice. To point out all the defects observable in teaching would be to write a treatise upon the subject of teaching. I am certain that in one half the schools if any boy was selected who is reading in the 5th Book, and examined upon the lessons of the three preceding ones, it would be manifest, in a great majority of instances, that he had mastered but a small portion of the information they contain. No teacher can use them, in this respect, successfully, who is not sufficiently familiar with them to examine his pupils upon the lessons they contain without having the text book before him. With the exception of the first Book, the series is an exceedingly defective one from which to teach the art of reading.\* In saying this I express not only my own conviction, but the opinion of every competent teacher with whom I have spoken upon the subject. I am satisfied that a book cannot treat of science generally, and be at the same time a good text book from which to teach children how to read. A reading lesson must be not only interesting, but one that the mind can grasp without effort, one in which the ideas of the author can be made those of the reader without a conscious effort, else how to read is neglected in thinking of what is read. Every one who has read music knows, if he has to make an effort in correctly naming the notes, he is almost certain to make a wrong sound. The mind cannot perform well two functions so distinct at the same time. There are but few lessons (except in the sixth book) addressed to the feelings; and when the emotional faculties are not awakened, it is impossible to call into exercise the best tones of the human voice. In most instances, when reading is well taught, the teachers have exercised their pupils in other books than the national series. It appears to me that the Irish National series was intended to serve as the poor man's library. It was prepared for the use of a people to whom school libraries were inaccessible, and amongst whom newspapers did not circulate; a people whose education was to be completed in the school room. The series appears to have been prepared to furnish a great amount of information on a variety of subjects. The fifth book is far too large. Children become tired of it long before they have mastered a tenth part of it. The space occupied with lessons on geology is sufficient to give a complete outline of the subject, yet this is not done; the knowledge afforded is imperfect and fragmentary. The general outline of history is excellent, and if it was printed in a small volume, I believe it would be much better studied. Political economy is treated of in the 4th Book, Physiology and Natural Philosophy in the 5th Book. Now I am satisfied if there was a small treatise on each of these subjects, quite apart from the series of reading books, much more would be learned with regard to them. The lessons on Geography in the 4th Book are worthless whether we consider them on account of the information they afford, or as exercises in reading. Let me advise those who are in love with this series, to invite Vandenhoff to entertain them with readings from the prose lessons in the 4th and 5th Books. It would be a great improvement to have county superintendents, and to confine the appointments to persons having had experience in teaching, and to let the appointments be permanent instead of for one year. But few persons will willingly cut themselves loose from every other em-

\* Mr. Mills throughout his lengthened remarks on reading books, seems quite to forget the fact that in the series of Irish National Readers there is one (costing only 2 cents) on the *Art of reading itself*—supplying the very defects of which he complains. The book referred to is entitled, "*An introduction to the Art of Reading with suitable Accentuation and Intonation*," and is one of the best small publications on the subject in the English language.

ployment or profession while the appointments are annual. The appointment of Local Superintendents is often looked upon as the patronage of the Reeve, and used to strengthen his position rather than for the public good.

### XXXVIII. COUNTY OF LAMBTON.

105. *The Reverend Charles McKelvey, Moore.*—I think the distribution of prizes has been productive of some good. The regulations in regard to religious instruction have been generally followed, though I cannot say that they have been attended with a great deal of success. The Revised Programme of the County Board Examinations is used, and the questions are printed. The influence exerted by Common School Libraries, I think, is very small, few of the sections having any. The chief cause of the non-attendance at school of some of the children is, I think, for the most part, carelessness on the part of parents. Our schools generally are in a very healthy state, working well and harmoniously. The teachers in this Township, with very few exceptions, are as efficient as in almost any Township in the County. In my examinations I have generally adopted the system of making the teachers examine the school, thereby giving the children a better opportunity than if examined by a stranger, and also giving me a better chance of judging of the ability of the teachers. And I am pleased to be able to report in the most flattering terms of their ability.

106. *The Reverend P. Goodfellow, Bosanquet.*—I am very glad to be able to report progress. As regards attendance, the Annual Report speaks for itself; it shows an average considerably in advance of the preceding year. In the different branches of instruction, some schools exhibit a progress quite creditable to both teachers and scholars, while others seem to remain *in statu quo*—or what is worse, to be positively retrograding. This last I find to be the case invariably where an inferior teacher has displaced a superior; the pupils, instead of improving, lose ground every day. I have the same complaint to make as before with respect to the system of perpetually changing teachers. In nine out of thirteen sections the teachers have been changed, and this change while in some few instances beneficial, in others, has proved greatly to the detriment of the school. It is a pity Trustees could not be induced to retain good teachers when they are so fortunate as to get them, instead of allowing the matter of a few dollars to turn the scale against such, and in favor of the first cheap hiring that comes along. The system of prizes is gaining ground, many of the schools having acted upon it during the past year, and with very apparent success. One noticeable measure for the encouragement of education in this township, inaugurated during the preceding year, I must not forget to mention, a measure which has much to recommend it, and from which, if continued, I hope for the very best results; I allude to a general competition for prizes open to pupils from all the schools in the township. The sum of \$10 was granted for this purpose by our Municipal Council, which with the 100% obtained from the Educational Department made up \$20 worth of prize books which were competed for immediately before the close of the year. A general holiday was announced in all the different schools, that not only pupils but teachers might have an opportunity of being present, of which a large number availed themselves. Though the accommodation was not sufficient, nor the arrangements as perfect as could be wished, yet a most lively interest was taken in the whole of the examination, and the result was such as to induce us to try again, the Council has very generously granted us another sum, this time of \$20 for a similar competition next winter, and the effect will be, I have no doubt to stimulate and encourage both teachers and pupils. I am told by some of our librarians that the Township Library is more extensively read than ever, there having been a larger number of books taken out during the past winter months than in any equal period of time before; and there can be no doubt of these books exerting a very salutary and widespread influence. The books, however, are still divided as before, a portion in each of the five wards, and this renders them very difficult of access to a large number who would doubtless otherwise make diligent use of them; many families living three and four and some even five miles from the residence of the librarian. Would the Council only adopt measures for having the books distributed amongst the various school sections, it would not only render them more easy of access to the great bulk of the people, but also, by making Trustees responsible for their safe-keeping tend to their better preservation. Some

different regulations for this last object are greatly needed, many of the books, I am sorry to say, being now unaccounted for. The librarians, receiving no pay for their trouble, and some of them having little time to devote particularly to the public, do not give as much attention and care to their respective libraries as they should.

107. *The Reverend S. H. Phillips, Plympton.*—When I made my first tour of school inspection through the Township of Plympton, I was anything but gratified with the appearance of the schools and the progress of the scholars, which fully justified the remarks of the former superintendent, "I do not know that I should be fully justified in saying much with regard to the progress of the schools of the above Township for the past year, (1863)." It seems to me that no results whatever had arisen from the inspection; for teachers and scholars, with some few honorable exceptions, were alike careless of their duties; in some cases the school-houses being excessively dirty, the teachers lax and unpunctual, and the pupils idle, inattentive and disorderly. At one school that I visited the teacher did not arrive till forty minutes after the time prescribed. I need scarcely add that the pupils were as backward in their studies as he was in time, not one being able to read correctly, and most of them being unable to repeat the multiplication table, or work the simple rules of Arithmetic. The school Trustees have very properly dispensed with his services. On my entering another school, the teacher began to sweep the floor. On my complaining of the backwardness of the children in another school, the teacher replied, "It was impossible to learn them their attendance was so unregular." In one school two children had been attending for two years, and yet neither had mastered the alphabet. In all of them with two or three exceptions, the reading was miserable, the spelling very defective, and the arithmetic no better; for in many schools the pupils could not add up dollars, dimes and cents. On every hand I found the necessity of employing trained teachers only, and a Superintendent capable of detecting at a glance the real state of the school, and the comparative qualifications of the teachers for the arduous task. Frequently serious doubts arose in my mind as to the competency of Trustees, and whether the importance of the office of Local Superintendent was duly appreciated; as it is not by lecturing only, and merely visiting, that the functions of a Superintendent become serviceable; he must be able to point out defects, to suggest a remedy, and to direct the unskilled teacher how to teach, if his visits are to be attended with practical utility. Every school in the Township is now provided with maps and blackboard; but in some sections, parents are still reluctant to furnish their children with the requisite books. I have delivered lectures in most of the school sections; the increasing numbers that come to them show an awakening interest in the importance of properly educating the young. The attendance at most of the schools has been fair. Bad roads, inclement weather, long distance, and being required at home, are the general causes of absence. The libraries are few, and but little used, owing mainly to the past inefficiency of the schools. If youths are not taught to read correctly and fluently, to reflect and understand, it is in vain to expect a taste for reading to spring up in a community. On my second visit to the schools, I was glad to find, in most cases, a great improvement in every respect; and with an active and judicious surveillance, the schools of the Township of Plympton may become equal to those in any part of the Province. I am pleased to add that, wherever needed, a change of teachers has taken place. The education of children is a matter of too grave importance to be lightly committed to the charge of the unqualified hireling.

108. *The Reverend J. S. Baker, Enniskillen.*—During the past year the attention of our people has been much directed to the interests of education in the Township. A large and commodious school-house has been erected at Oil Springs, at a cost of nearly \$2000. and the attendance has been proportionately increased. The best maps and other school requisites have been provided for our schools, and on the part of the Trustees increasing efforts have been made to make the schools as efficient as possible. Much yet remains to be done. The chief difficulty to be surmounted is the indifference and carelessness of the parents. This has been in a great measure effected by the growing confidence they have been made to feel in the teachers who have been engaged, and in the excellent school materials which have been provided.

#### XXXIX. COUNTY OF ESSEX.

109. *John P. W. O'Falvey, Esquire, M.D., M.R.C.S.I., Maidstone.*—The Revised

Programme of the County Boards was observed, and the questions were printed. The examination was well conducted, thereby raising the standard of education to a respectable status, and doing away altogether with the worthless dregs of educational society. There is no library in Maidstone, nor is it likely that there will be one. There were prizes distributed at one school, No. 2, and they had a very salutary effect upon parents and children. I have no doubt but its continuance would be attended with happy results. Education is prospering in Maidstone, in spite of the opposition offered to it by prejudiced parties. I do not mean to say that it is at the summit or zenith of its power, but I mean to say that if they persist as they have commenced this year, Maidstone will be, ere a few years, second to no Township in Upper Canada, for its moral and intellectual culture. The whole of the schools, as far as I can learn, are on the free system. They all keep school the year through except No. 5, which only kept school nine months; but it has done better this year as it is keeping school the year through. The Roman Catholic Separate School is not working with the zeal I should expect from them, nor will they do much, I fear, unless they work with more energy. I lay a great deal of the blame at the door of the Trustees. There are no children in Maidstone as far as I can learn, whose parents are so indigent that they cannot afford to send their children to a school, consequently I must come to the conclusion that it is indolence of parents that has caused the few absentees that are marked on my Annual Report. One thing I am certain of, that Maidstone is the most temperate and a abstemious Township in the Province. So some cause must be assigned for non-attendance other than intoxication. I went myself to those parents that had been represented to me as keeping their children from school through neglect. They have promised to do better in future. I think the old adage was well applied, *Pater mihi castigat que auditque dolos*. I delivered my own lectures with all the force I could command, apparently with good success. The school-houses here are in a deplorable condition, being nothing but miserable log cabins. In conclusion, I wish you every success in your laudable undertaking of diffusing so much useful knowledge.

110. James Bell, Esquire, Colchester.—With respect to school accommodation, I may mention that one new school-house has been built here in 1864. The room is well arranged and commodious in other respects, but I am sorry to say no provision has been made for ventilation. I have represented this deficiency to the Trustees, and hope it will be in some degree rectified. I think most edifices, both public and private, in this region, are built in ignorance of one of the main requirements of a comfortable human habitation. What would be thought of a person rearing fish in an aquarium, who should mix a certain proportion of poison daily with the water in which the fish lived. Yet we go on, regardless of consequences, forcing those dearest to us for a large portion of their time to live in a confined and impure portion of this ocean of air, which is to us what the water is to the fish; planting in their tender frames the seeds of maladies which may render their life miserable, and at last end it prematurely. It might have been otherwise if the children of the last generation had imbibed at school a few principles of science or knowledge (because the word "science" is a bugbear to some) respecting the conditions necessary for the well-being of their own animal frame. I would not be understood as advocating the introduction into Common Schools of science treated systematically and technically; but some striking results of scientific research might perhaps, with profit, be brought to the notice of children, especially those that bear distinctly on the affairs of common life, such as the point stated above. Much depends on the tastes and acquirements of the teacher. Without his hearty concurrence nothing in this direction is likely to be useful. The most eminent of the literary men of France during the last century, paid a high compliment to England when he said that "while the Doctors of the Sorbonne were disputing on metaphysical questions which no one understood, the disciples of Newton were teaching little boys in England the true theory of the Universe, and showing to them the grandeur and immensity of the works of the Creator." What more noble employment could there be! what work merely human approaches nearer to what we conceive of the angelic! Before leaving the subject of the ventilation of schools, I may be allowed to state my opinion that it is impracticable to thoroughly ventilate a school-room without an open fire therein. There are two schools in this township which have both a stove and an open fire place, and these are the only ones in the township which are well and sufficiently ventilated. In all the rest the impurity of

the air is plainly perceptible by a person entering the school-room during the time the school work is going on, though, no doubt, the evil is less in some than in others. More expense would be incurred for firewood; but that would be well repaid by the superiority of the school-room in respect to health. There is also a certain cheerfulness caused in most minds by the kindly and home-like aspect of a blazing fire, and the minds of the young are very susceptible of impressions from their surroundings. I visited one of the two schools mentioned above, exactly at the hour of school being called, one very cold morning near the end of January, and I must admit I then considered the supply of fresh air to be a little in excess, as it rushed in at every crevice in the walls, and they were not few, and down the openings in the ceiling, and they were many, but the school was fortunately not more than three or four rods from the native forest, and the supply of fuel was without stint, so the room was soon comfortable and the children were all intent on their work. They have the good fortune to have an excellent teacher, who appears to work with heart and soul in her good work, in circumstances of great discouragement in a remote locality, and with a salary of one hundred and thirty dollars per annum without board. This is the coloured school (No. 12), teacher, Miss Sybil Lenox. About ten years ago, a member of our Township Council who is a farmer and a mechanic, having a taste for reading, and being a man of energy and firmness, succeeded, against much opposition, in having a sum of money (\$400) appropriated for the purpose of purchasing books for a Public Township library. The assistance afforded by Government enabled us to procure about 1400 volumes. Probably 1000 of these are still in good condition. The remainder, being principally books for the young, which appear to have been most in request, are much dilapidated, and ought to be replaced. The benefit thence derived by the community must have been great, though from its nature the immediate results may not at once make themselves apparent. I believe there is not in the library a single book which a father of the strictest principles would be unwilling that his son should read. Thus whatever influence the reading of these thousand volumes may have had on the minds of the hundreds of individuals who have read them, must have been on side of the good. Viewed merely as an amusement and relaxation of the mind, their value is not to be despised. Our library, no doubt, has fostered in many a taste for reading, in others it has created it. In every community—but more especially in rural districts—a general respect is paid to those who are known as “reading men.” These, when in office, best manage our public affairs; and I believe the success and better working of our Municipal Institutions in future, depends on whether men of this stamp or of an illiterate class shall predominate therein. On this account I think it is not only the duty but the interest of every community to encourage a taste for books, especially when so large a bonus is afforded by the Province to further the same object. In the County Board examinations the questions are printed in the greater number of subjects; in a few of them the examination has been made “viva voce.” The Free School System is gradually coming into favor, only two school sections in the township having voted for a monthly rate on scholars, and one of these fixing the said rate at 12½ cents only. This is for 1865.

111. *François Dupuy, Esquire, Sandwich West.*—I have the honor to inform you that our Common Schools have been carried on successfully during the past year. The Protestant Separate School has been converted into a regular school section at the Trustees' own request, and bears now the number, 7; so that now we have seven sections and eight schools. A comfortable and spacious school-house has been erected in section No. 1; and an important addition has been made to the school-house in section No. 6, which is now the largest in the township. There has been some improvement this year in the average of our school population attending schools, as is shown by my Annual Report. A few children, however, have been kept away from school on account of the indifference of their parents, and, in one school section only, by poverty, according to the statement of the Trustees of that section in their Annual Report. On the subject of moral and religious instruction, and also on the subject of libraries, I will take the liberty of referring you to my letter of last year, having nothing new to say. Prizes have been distributed in six sections (seven schools). The influence of that distribution has been encouraging; and without doubt, has increased the number of children attending school, and stimulated them to punctuality. I am glad to state that the school accounts of Trustees, though not



perfect, show an improvement this year, and will soon be better understood with the help of the auditors and teachers.

112. *Jonathan Wigfield, Esquire, Mersea*.—Six schools have been in operation during the year at an average of eleven months. A new and substantial brick school-house having been in the course of erection in Section No. 2, upon the site on which the old log school-house stood, the school has been necessarily closed during the whole of the year. The new school-house which is now completed is highly creditable to the inhabitants of the section, and I am happy to say that the Trustees have employed a Normal School Teacher, and that the school is again in operation. Prizes to a small extent have been distributed in three sections with good effect. The free system is highly appreciated in this township; it is regarded as the only one suited to meet the wants of the whole community. Although not what it should be, yet on the whole education is evidently progressing in this Municipality. There is a taste for it in all the sections, the teachers are better than formerly, and the Trustees are becoming alive to the necessity of securing the services of the most efficient instructors.

113. *Alexander Craig, Esquire, Tilbury West*.—The schools in this township are every year upon the advance, although they are not what they should be. They were all free last year, and still continue to be so. There is a marked improvement both in Trustees and teachers, the former being more anxious to have good teachers. They have found by experience that a poor teacher is the ruin of a school. Some of the Trustees also see the impropriety of changing teachers so often, so that when they get a good efficient teacher that does his duty faithfully, he is retained. The Trustees of one section have had a teacher for one year; and the advancement of the pupils under his care was so satisfactory, that they are very solicitous to hire him for three years in order to secure his services. They made their plan known to me, and I advised them to call a special meeting, and acquaint the people in the section with it. We have a female teacher who has been in one section for three years running. The Trustees and people will not part with her, and they raise her salary every year for her encouragement. All this shows the evil consequence of changing teachers. As for them, we cannot at present complain. They appear to be doing their respective duties zealously. The people in one section are almost in a mania. They have a number of children who have never attended any school on account of distance, so that they are determined to have a school of their own. They have laid their petition before the Township Council, and as soon as the requirements of the law are fulfilled, the Council will meet the case by dividing the section into two, the non-attendance being occasioned by the sections being large, thinly settled and various other causes. All the schools have maps, but are in want of globes and apparatus as yet. The examinations were but thinly attended, but in two of the sections pic-nics have been got up expressly to instruct and amuse the children, which not only brought the parents, but many from the neighboring townships, who took great interest in the examination. All this was done in the bush where tables and seats were erected, the former richly loaded with every article for the whole company. When the children mounted the stage, they delivered their respective recitations so correctly, that they were cheered by all the audience. After some remarks, the company sat down to dinner, and after their repast, they engaged in various amusements. The interest manifested in a variety of ways is encouraging to both children and teacher. The people were all lively and of one mind, and determined that a pic-nic should always accompany the examinations, and said that it was their bounden duty to visit the schools more than they had done. Prizes were given in two schools, each pupil receiving one, which evidently has a stimulating effect both on parents and pupils. As for religious instruction, it is very limited; the schools are opened and closed with prayer. We have Sabbath Schools and a Sabbath School Library which have done much good. I have to regret that we have no other library as yet. The Board of Public Instruction is doing its best to supply us with good, efficient teachers.

#### XL. THE CITIES.

114. *The Reverend James Porter, Toronto*.—The military drill of the pupils of the Senior Divisions of the City Schools for one hour in each week was resumed early in April, and continued until the end of November. I have always regarded this

exercise with much satisfaction, and in all respects, advantageous. A copy of a resolution conveying the thanks of the Board to Brigade-Major Denison, for his kindness in providing drill-instructors, during the period reported, will be found elsewhere in this Report. Throughout the year 1864, the Reverend Mr. Boddy has furnished religious instruction during one hour on every Friday afternoon, to those pupils of the Park School, whose parents are members of the Church of England. The practicability of the communication of such instruction in connection with our schools has thus been made abundantly evident. In concluding this my Sixth Annual Report, I cannot but advert for a moment, to two objections against our City Schools, which I have occasionally met with. It is sometimes said, that the pupils in the schools are taught far too much; and at other times it is said, that they are not taught by any means enough. These objections may safely be left to neutralize each other. Yet, if it should, as it may fairly be asked—what ought to be taught to the pupils in our Common Schools? I do not hesitate to answer as follows:—Obviously they should be taught to spell with accuracy, to read correctly, distinctly, and intelligently, if not gracefully, which cannot be ordinarily expected; to write plainly legibly and usefully, if not with elegance and ease; and to count accurately and readily as the result of a fair elementary acquaintance with the theory and practice of arithmetic. Many pupils in our Common Schools can scarcely be expected to accomplish more than this. They never go beyond our second or intermediate Divisions, and, in addition to what has been enumerated, what little of geography, or grammar, or history they can acquire in those Divisions, can be only of an introductory character. They have early to work for their bread; and it is well, if while they are nominally at school, their attendance is not interrupted by occasional employment of a more active kind. Nor is it wise to attempt, in our higher divisions, much more than a continuation of the same course of instruction. To reading we may add the definition and the derivation of words; to grammar the analysis of language; to arithmetic, the elements of geometry and algebra; and, all this time, the majority of our pupils are leaving our Senior Divisions for active life, and the few who remain are becoming fit for higher instruction than they can receive in our schools, without injury to the interests and claims of the far larger number of those who are placed for but a short period under our care. For the few who reach the position contemplated, higher culture is provided in other institutions. From the Common School, those who have time and ability for a higher course of study, which shall include an elementary acquaintance with ancient and modern languages, and with physical, intellectual and moral science, may proceed with advantage to the High School, whether male or female, and afterwards male pupils may find, in the curriculum of a University, all that can be required of the nature of general or preliminary education. Then begins that special education for those highest walks of professional life to which the most gifted and favoured can aspire; to which some have risen, under many disadvantages, by their force of character, but which are for the most part, and generally speaking, most successfully trodden by those who have enjoyed the benefit, first of a sound general education, and afterwards of a long and careful special culture. Meanwhile we, in our Common Schools, are working with a view to the welfare of the children of the many; and thoroughness and breadth of result, rather than vain occasional display, should be our object, than which none can be more useful, or more worthy of our best exertions.

115. *A. Johnston, Esquire, Chairman, Board of School Trustees, London.*—*Free Grammar School Education stated and defended.*—The system of schools in this city consists of a school in each ward for younger pupils, and a Central School to which the more advanced pupils of the Ward schools are promoted on examination. The total expenditure of the schools for the year 1864, was \$9,860.78. From the table of the Report of the Board of the Trustees, which shows the number entered in the male and female departments of the Central and Ward Schools, it appears, 2,972 scholars have been entered on the books of the public schools during the year; that the daily average attendance is 1,471, and the monthly average attendance 1,782—being an increase over the previous year of 147 scholars entered, and of 98 on the daily average. In the Central Schools there is a Classical Department, in which all the subjects are taught that are necessary for matriculation in the University. Since the publication of the Trustees' Report, the Grammar School has been united to the Central School. The Report contains the following account:

of the Central School, and the very admirable vindication of *free* Grammar School, as well as free Common School Education :—

“ Appendix table B contains the statistics of the city public schools for the year just closed. The table shows the numbers entered in the male and female departments of both the Central and Ward Schools in each quarter, the daily and monthly averages, quarterly, semi-annually, and annually. By consulting this table, we find that 2,972 scholars have been entered upon the books of the public schools during the year; that the daily average has amounted to the large figure of 1,471, and the monthly average to 1,782. This gives an increase over last year of 147 scholars entered, and 98 on the daily average. The number of scholars that were taught in the Central School, in 1864, was 786, with a daily average of 500. In this school are employed ten teachers besides the Principal—five ladies and five gentlemen. The number of distinct departments is nine—five for boys and four for girls. In each of these departments there is only one class, which consists of pupils as nearly as possible of the same proficiency. Promotions are periodically made from the lower to the higher forms, by the principal, after careful examination, and diplomas of merit awarded in accordance with the proficiency of each student passed. Honor cards are given weekly to the more deserving scholars, and monthly reports are furnished to the parents or guardians of each scholar, containing his average rank in each subject, the number of half days absent, the number of times late in the month, and an abstract of his conduct and application; so that every parent is put in a condition to judge how far, and in what particulars his influence and oversight may be necessary.

“ The course of studies varies in the different classes, increasing in difficulty and in the number of subjects taught as the student advances towards the senior divisions. The course of the junior classes comprises reading, spelling and definitions, writing, English grammar, geography and arithmetic. To these are generally added, until in the senior division, the course embraces, besides the branches enumerated, history, English composition, history of the languages and literature, book-keeping, drawing, natural philosophy, algebra, mensuration, geometry, and trigonometry. In connection with this course is a Classical Department, in which are taught Greek, Latin and French, so that the sons of those requiring such branches may be prepared for entering any profession or matriculating at any of our Provincial Colleges. This department, which is carried on at a very small cost indeed, has evoked a good deal of acrimonious discussion; not that any friend of education can or ought to object to the principle, but simply because it gives to those who are enemies to free education a plausible objection to what in itself they dislike, and would destroy if they could. It cannot be the poor man who would, were the subject properly understood, raise an opposition to this element in our public school system, as he is the party most essentially benefited by it, since this is the only means by which his son, if a lad of promise, can receive an education equal to that which the son of his wealthy neighbor can obtain. It is true, the law makes provision for receiving a few boys in each municipality into the Grammar School of the locality, provided they choose to have them entered in the condition of paupers. The mechanics and working classes generally, are the parties chiefly interested in preserving this department, and ought to distrust those who are endeavoring to stir up an opposition to a system which is designed to place them upon a footing of equality with the more wealthy, as regards the education of their families. The opponents of free education say they are willing to be taxed to educate the son of the poor man, so far as will make him a good and useful citizen; but they who desire anything beyond this ought to pay for it. This view of the case is neither just nor reasonable. In the first place a great national system is one thing, and a system of Charity Schools another. Our Canadian system was designed to provide an education for all indiscriminately, the expense to be borne in part by a legislative grant, supplemented by an equitable rate upon the property of all. Poor and rich alike are supposed to participate in the benefit of this system. And now that the wealthiest in the city are availing themselves of the public schools, why should not they who bear so large a part of the burden have the means of obtaining such an education for their children as they require? Is it through fear that they whose taxes are less may share equally in the benefits? If the political economist believes it for the advantage of a state to educate the youth by a charge upon the whole people, why place a barrier in the way of those whose education will best repay the country for the expense incurred? If, then, it be profitable for a state to pay

for the education of the sons of the wealthy, be they possessed of ability or otherwise, it must necessarily be profitable to educate in the same way a few lads highly gifted, even though found in the ranks of the working people. But in the next place, they who wish to deny to the sons of the working men the means of rising, say, that when they give their sons a superior education, they pay for it out of their own pockets, and point to the fees that they pay at the Grammar School. It is very easy to dispel this pleasing delusion. The average attendance at the Grammar School in this city is between thirty and forty pupils, the fees accruing from this source may amount to about \$600 whilst the expenditure is about \$2,000. Of this sum the Government grant amounts to about \$1,250. Now, whether this grant accrues from the proceeds of the Grammar School Lands, or is in part made up from the \$20,000 of a legislative grant made to promote higher education in the Province, it is equally the property of the whole people. Every pupil, therefore, who attended this School for the last year cost the people of Canada between \$30 and \$40, and consequently his father is more truly and to a greater extent a pensioner upon the bounty and generosity of his country than is the father of a boy who may have learned classics in the Central School, during the year. So much for the justice of the case, and so much for the boasts of these liberal gentlemen who say that they pay for the education of their sons. In the third place the cost of education at University College is merely nominal, and so far as this acts as a barrier, may be considered free. Here then is Doctor McCaul, said to be the first classical scholar in North America, and a staff of professors equal to any of which the Mother Country can boast, with buildings, museum, and apparatus of every description, procured at the expense of the country at a vast cost, and yet the students do not number one for every ten the College is capable of receiving. The highest School in the Province is free, its halls lie open to all, its liberal constitution invites the people to send their sons, guaranteeing to them without test or sectarian restriction, an education equal to that enjoyed by the student of Oxford, Cambridge or Trinity. The legislature in its wisdom makes provision for giving at the expense of the State a Collegiate education to all who are willing to qualify themselves for its reception. Why this liberality? and what avails it if students cannot be found to enjoy the benefit? Has this provision been made for the rich alone, or for poor and rich alike? For both, ostensibly, but only for the rich actually; because the restrictions imposed upon the sons of the poor in the form of heavy fees in those intermediate Schools designed to prepare matriculants, block the way into the highest school in the Province, and virtually reserve the advantages of a free College course at the expense of the people, for those who are able to pay these high grammar school fees. Thus, a very simple defect in the machinery of our school system, denies this inestimable privilege to those for whom it was more peculiarly intended. It is unjust, therefore, that the wealthy classes should enjoy almost exclusively all the advantages of this magnificent provision, made by the State for superior education. And it is not only unreasonable but absurd, to provide and keep in operation at a vast expense to the Province, such a School as University College, and then throw insuperable obstacles in the way of those who desire to participate in its benefits. Thus it appears that they who grumble, and grudge their fellow-citizens a classical department in the Central School, at the small expense of \$500 per annum, have about 66 per cent. of the cost of educating their sons in the grammar school paid by the people, and the whole cost of their College course derived from the same quarter.\* Will the working men of London consider these facts? Will they bring these matters home to those would-be patriots of the City Council, who make so much ado about the privileges the mechanic and working man receive at their expense?"

116. *A. Macalium, Esquire, B.A., Principal of the Central School, Hamilton.*—It affords me much pleasure to be able to show the progress made in school matters during the past twelve months. The teachers have labored hard and successfully, and to their toil and care the present healthy condition of the schools is to a very considerable extent to be attributed. During the year we have had four examinations, two for promotions, at each

\* When the Principal is absent visiting a Ward School or department in the Central, it is the duty of the Classical Master to undertake his duties, which consist in part in teaching the highest English branches. This would require the services of another teacher, whether a classical department exists or not, and reduces the actual cost of this department to about \$300.

of which some 450 pupils were advanced to higher divisions; one public examination, with which the labors of the year were brought to a close; and one examination for prizes. As this last is a new feature in our city schools I devote a few sentences respecting it for general information. The origin of prizes in our city schools may be briefly stated. At the Annual Examination in December, 1862, our excellent Mayor, Robert McElroy, Esq., had it publicly announced by the Chairman of the Board of School Trustees, that he intended to give some aid towards establishing prizes in the public schools. When your principal called on him for his subscription he gave \$25, and what is still better, *kindly promised to repeat it as often as he should be called upon for that purpose*. Our liberal city member, Isaac Buchanan, Esq., M. P. P., gave an equal amount. The Hon. S. Mills, Messrs. Kerr, Brown & Co., Adam Brown, W. P. McLaren, R. Juson, D. McInnis, and G. J. Forster & Co., made up the sum to \$100. This sum with the \$100 added by the Chief Supt. of Education, purchased \$200 worth of books at the Educational Depository, Toronto. No pupil shall be eligible to compete for a prize unless he or she has attended school at least one half the session then closing. The number of competitors in each division shall be limited to the twenty pupils who have received the greatest number of *Honor Cards* during the session. This secures as the basis for the distribution of the prizes, care in the preparation of lessons, punctuality and regularity in attendance, correctness of deportment in school, and scholastic proficiency in all the studies prescribed in the course. The Board shall appoint two Examiners who shall examine all candidates for prizes *viva voce* or otherwise, and, with the Principal, shall make all awards. The text books shall be those used in the Central School. The Principal shall make all the necessary arrangements connected with the examinations. It is truly gratifying at the close of another year, to record that the plan for Religious Instruction adopted by the Board, several years ago, continues to give general satisfaction. In numerous instances the system adopted in Hamilton has been regarded as a model for others to imitate, and for the benefit of the rising youth of our Province, it is hoped this *most important feature* of our schools may be extensively introduced. To the clergymen of the various denominations, who so regularly attend to this self-denying and hopeful work, too much praise cannot be given. Their attendance at the Central at 3 P. M., on almost every Friday, exceeds my most sanguine expectations. The bread thus cast upon the waters will, doubtless, be seen after many days. During the past year we have kept a monthly record of the deaths and their causes, that have occurred among our pupils. It will be pleasing to know that the rate of mortality is unusually low. Of the 3541 pupils enrolled, only ten, one in the Central and nine in the Primary Schools in attendance during the month in which their decease took place, have been removed by death. This gives 0.282 per cent, a little more than  $\frac{1}{4}$  of 1 in the hundred on the numbers enrolled, and 0.514 upon our daily average attendance; and affords an excellent criterion by which to judge respecting the very healthy city in which we dwell. In no other place in Canada West has so much been done for the education of the masses as in our city. In no other place is the daily average attendance, for the numbers enrolled, so large. The system established by the Board, and hitherto so generally satisfactory is, no doubt, in connection with the refining influence of the Gospel, destined to be of lasting benefit to thousands who would otherwise be ignorant of even the rudiments of scholastic knowledge. Society itself will thereby be benefited, as it not unfrequently happens that some of its brightest ornaments are found in its humblest paths, and education, like the chisel of the sculptor on the block of marble, is necessary to bring into full view and full play all the ennobling qualities with which our Creator has endowed those gifted sons of genius, but who, without the aid of public schools, would pass through life unknowing and unknown.

117. *William Coisens, Esquire, Ottawa.*—I have much pleasure in being able to state that our schools continue free; and although the population of this city has not, for the last year, been on the increase, yet the number of pupils attending our Common Schools has not decreased. The causes of non-attendance are indifference of parents, and, in many instances at this season of the year, the want of sufficient clothing. The religious instruction of the pupils attending the Common Schools in this city is attended to on Sundays in the Sunday Schools in connection with the different churches. And when we consider that in many cases but one hour, out of 168 hours in a week, is all that is given to counteract the natural tendency of children to do evil, and exposed as many are, even

at home, to hear profane language, it is much to be regretted that further provision is not made for religious instruction. I had a meeting of the teachers in charge of the several schools under this Board during the past month, when I brought up for their consideration the necessity of assimilating the books to be used, in all branches of studies, by the pupils in these schools, in order that pupils, leaving a school in one ward and entering that of another, might not be at the expense of procuring a new set of books. None but authorized books are used. The revised programme for County Board Examinations is observed, and the questions are printed. I believe it is the intention of the Board, during this year, to have one or two school-houses erected, each suited to contain 400 or 500 pupils. This would be a very desirable movement, as the present school accommodation is much behind the age. The Trustees of the Grammar School in this city having, during the past year, made provision for two scholarships to be competed for by pupils of the Common Schools in this city and in the County of Carleton. I informed the pupils of our schools, and urged on them the necessity of close attention to their studies, if any of them would obtain this prize. I have much pleasure in stating that a scholarship was obtained by one of our pupils. Our Board have not yet introduced the system of military drill for the boys in our schools, although I have frequently urged them thereto. The article written by you on that subject, in your report for the year 1863, is worthy of the attention of every well wisher of this our common country. A Teachers' Association for Central Canada has, during the past week, been established in this city. It will, I hope, be the means of doing much good, in bringing together, for mutual information and improvement, so useful a body of men.

118. *William Armstrong, Esquire, Secretary Board of School Trustees, Kingston.*—The Board feels gratified at being able to announce to you that, at the close of the year, all the schools under their charge were in a most flourishing condition. They are all conveniently located with regard to the school population, comfortably fitted up, the three principal ones furnished after the models supplied by the Education Office, while all are supplied with the necessary books, maps, and apparatus for the instruction of the young. The diligence of the teachers, and their attention to their onerous duties elicited the approval of the Local Superintendent and the Board at the semi-annual examinations, when the results thereof were displayed in a very marked and gratifying manner. The Board regrets to say, however, that the delicate health of the Local Superintendent prevented his delivery of the usual public lectures; but the Board will adopt measures to secure their regular delivery in future. The general regulations in regard to religious instruction in the schools, have been strictly enforced during the past year, the result of which has been highly satisfactory, having apparently had the effect of causing the parents generally to pay increased attention to the religious instruction of the children at home. At the last examination, out of the very large number of young people examined, many of them very young, only a very few were unable to repeat the Lord's Prayer and the Ten Commandments correctly. The Revised Programme for the County Board Examinations is observed, and the questions are printed. Our Common School Library Room, which was located in the City Hall Building, was destroyed by fire early in the year, and the books more or less damaged, while some were lost or destroyed. The loss and damage have been made good by the Insurance Company. Previous to the fire the books were all properly covered, as recommended by you, but a portion of them having lost their covers and been otherwise damaged, the Librarian has received instructions from the Board to get the damaged books repaired and covered; and as soon as a convenient place for the library is obtained, the lost books will be replaced, and the books re-issued to the public. The regulations enjoined by you, will continue to be strictly observed. The benefits conferred by the Library continue to gain in the appreciation of all classes, and are largely participated in. Amongst young people especially the library is a most popular "institution," unmistakable evidence of which the Board has had since the fire suspended the issuing of the books. The greatest anxiety is evinced by the young readers for the speedy re-opening their "fountain of knowledge." The Board has also to notice with renewed pleasure a continued reduction in the number of children who attend no school at all. The reasons alleged by the parents of these unfortunate children are chiefly the results of poverty and destitution, viz: the want of decent clothing, of shoes, caps, &c.; but of course it is the

natural feeling of shame that makes the parents keep them at home, for no such deficiencies of clothing, &c., are a bar to the admission of pupils to our Common Schools.

### XLI. THE TOWNS.

119. *The Reverend George Bell, Clifton.*—The causes of non-attendance of pupils are improvidence, carelessness, &c. of parents. There is no direct religious instruction. The Revised Programme for County Board Examinations is observed. The questions are printed, and the examination is principally in writing. There is no library in the possession of the Trustees. The public one mentioned in my Report is held by the Town Council, in charge of the Town Clerk, and is open, free, to all the inhabitants. Its use is also allowed free to the soldiers on duty in Clifton. The books are covered, labelled and numbered, and the general regulations are observed. The library is partially used by many of the inhabitants, but it is limited in extent and variety. During the year 410 volumes were taken out. The Sunday School Library is that of St. Andrew's (Presbyterian) Church.

120. *Henry Robertson, Esquire, LL.B., Collingwood.*—The Free School System is still adopted here, and as the excellence of that system has been fully manifested before, I need not dwell upon its particular advantages, except to express my opinion that it is admirably adapted to meet the wants and requirements of a country like ours in giving to the young of all classes such an education as is needed. The great and beneficial results which are every day to be seen as owing to its practice completely demonstrate the goodness of the system, and we may reasonably hope for still greater benefits in the future. The cause of non-attendance seems to be principally the apathy and indifference of parents who do not appreciate the blessings of education; but this cause will doubtless be lessened in a great measure as the interest of the people in the schools is awakened. The general regulations with regard to religious instruction are not followed, the young being taught in Sunday Schools and Bible classes. The Revised Programme for County Board Examinations is observed, but the questions are not printed. I have seen it suggested that examination papers for the whole Province should be sent from the Central Board to each County Board, and this plan would have my entire approval. It would make the standard uniform in each county, and County Boards would then have no hesitation in admitting *ad eundem gradum* teachers who produce certificates from other Boards. The books in the libraries are covered, labelled and numbered, and the regulations are strictly observed. The circulation of books from our libraries is increasing and exerts a beneficial influence in the neighbourhood by fostering the desire for knowledge as well as affording useful information. I trust that you may long be spared to add to the efficiency of the noble school system of which you are the founder.

121. *The Reverend William A. Caldwell, Dundas.*—It gives me very great satisfaction to state that our schools are now in thoroughly good working order. The Board are unanimous in seeking "the greatest good of the greatest number;" and the teachers are unanimous in maintaining order in their respective departments and proper behavior towards the teachers and pupils of the others. We have a thoroughly efficient staff of teachers who labor assiduously and harmoniously; the consequence is, the attendance has been better during the last year than for some years previous. The Board adopted an alteration in the early part of 1864, whereby the Grammar School pupils are admitted on payment of the same fee as those attending the lower departments, viz.: 25 cents per month. This arrangement will be seen to have materially diminished our receipts from that source, the default of which must be met by the municipality or from some other quarter. There are still numbers of children who attend no school, and on whose parents it ought to be made compulsory to send them during some period of the year at least. The "liberty of the subject" is a myth, if not a nuisance, when it goes to the extent of allowing a man to rear a family as public pests. Why should not a man be indictable for starving his children's minds as much as for starving their stomachs? The Board have just adopted the system of grading the schools, so that the branches taught in one department shall not be taught in another; but it has not been sufficiently long at work to enable me to report as to the excellence or otherwise of its working. Many things look well on paper which, in their practical details, are found not to answer the ends contemplated in their establishment. There is no public religious instruction in the schools; sectarian feeling has prevented this hitherto. The revised programme is observed by our County Board, and the

uestions are printed. The same set of questions was formerly made to serve for a whole year; but the Board have of late had new questions for each semi-annual examination of candidates for certificates. It was found, or at least suspected, that parties failing in their first examination to solve the questions propounded, could either copy or learn them by rote so as to come prepared to solve them on the second attempt. The influence exerted by the distribution of prizes to pupils is, to me, a most perplexing subject and the good or evil effected by them is equally so. The discouragement of failure to secure a prize on the part of a really good, obedient, industrious youth is very great; and, if of a sensitive mind, the failure must be as crushing to him as bankruptcy to an honorable merchant; while the gifted, but comparatively worthless character carries off the laurels. Both parties have strong temptations to think that genius is better than industry. Still I feel the force of a great deal that is said in favor of bestowing prizes as incentives to industry, although I cannot bring my mind to a decision on the subject.

122. *The Reverend Robert Campbell, Gall.*—I have again to report favorably of our Central School. In the matters of religious instruction, the use of the revised programme, and the condition of the library, no change has taken place since my last report. By comparing this year's report with that submitted last year, it will be seen that, whilst the population of school age has remained about the same, the number entered upon the roll during the past year is less by 32 than the number returned last year as attending in 1863. I am not sure, however, but there has been an increase in the number of children of school age attending a primary private school which has been in operation during the year, as well as in the number attending our excellent Grammar School. Probably the number attending these two schools is not less than sixty, at the very least, leaving only 90 pupils in the town as not receiving instruction during some portion of the year—a fact which must be very gratifying to all who take any interest in the educational advancement and prosperity of our country. Many boys and girls are able to do for themselves before reaching the age of 16 years; and it shews no slight appreciation of the advantages of a liberal education on the part of many poor parents that they are willing to suffer privations themselves that their children may be instructed, and that the cupidity which is unhappily so prevalent has not driven them to utilize their children's physical strength, to increase their own gains to a greater extent than 10 $\frac{2}{3}$  per cent of the entire population of school age. Another very encouraging fact is that the average has run up from 437 in 1863, to 504 in 1864, and that the number studying the more substantial and useful branches of an elementary English education has increased. It is one of the disadvantages sure to follow the introduction of Free Schools, that parents do not put its full value upon the privilege of sending their children to them, and so do not insist upon the regularity of attendance on the part of their children that they make imperative when paying for their instruction; but the evil of irregularity is happily growing less in our school. Hitherto there have been no prizes offered in the school, but teachers, trustees, and Superintendent have all come to believe that competition for them would have a beneficial, stimulating effect if wisely adjudged, and prizes have accordingly commenced to be competed for at the mid-summer holidays. At the end of the year I delivered a lecture on the subject of education, addressing my remarks mainly to parents and guardians, and urging upon them two duties, namely—the need there is to sustain the authority of teachers in a land in which there seems to be a vicious propensity to insubordination, and the need there is to restrain the appetites of the young if they are to be thoughtful, studious, persevering, calm in their minds, and respectful and amiable in their dispositions.

123. *William Mackay, Esquire, Secretary of the Board of School Trustees, Goderich.*—The question of a rate bill or free school was submitted to the rate-payers of this Town at the Municipal Election in January last. There voted for the free school 211, for the rate bill, 36, making a majority of 175 in favor of free schools. The Common Schools of this Town are, I am glad to say, in a very flourishing condition. They are well attended and well conducted. The Trustees have afforded such accommodation during the past year, that the number of children in this town who do not attend school, either public or private; is very small. Mr. Cameron, the Principal of the school, has always been very zealous and active in rendering the school efficient and deserving of public confidence. The Trustees have also so far co-operated with the Principal in the same object, and the result is very gratifying. The library of the Central School, under the care of the Pri



cipal, is kept in excellent order, and is largely patronized, and will, doubtless, exert a very beneficial influence. The Board of Trustees have determined to make an addition to it this year. Another very gratifying fact is, that although we have a very large and respectable Roman Catholic congregation, we have never had any indication of a wish for a Separate School. Altogether I think I may report the Common Schools of this Town to be in a very satisfactory condition.

124. *Adam Hudspeth, Esquire, Lindsay.*—By my Report you will see that the total number of pupils registered during the year was 335, the average attendance during the first half of the year was 178, and during the latter half 197. The cause of the non-attendance of the pupils I attribute to the distance many of them have to go, rendering it nearly impossible for the smaller children to attend during the winter season. The revised programme for County Board Examinations is observed partially, that is to say, the examinations have not been hitherto as strictly in accordance with such programme as desirable. This has in a great measure been owing to the rough character of our back country, justifying, in the opinion of some members of the Board, a departure from the standard of qualification as laid down; it being better in their opinion to have some kind of a teacher than none at all, and properly qualified teachers not being willing to accept of the remuneration offered by some of the more remote and sparsely settled school sections. However this necessity is rapidly disappearing, and the Board has made a great stride upward during the past year, keeping constantly in view the necessity of raising the standard of qualification of teachers. The examination questions have not been printed. At the last examination, however, they were written on the blackboard, which was found to be a much better method than examining orally, and I trust that the Board will at the next examination conform both in spirit and letter to the programme above referred to. I am sorry to say that as yet there is no library in connection with the school. During the year 1864 the Trustees granted \$15 for prizes, which, with \$5 from the Local Superintendent, and the equivalent granted by Government, purchased \$40 worth of books from the Department, which were distributed as prizes to the pupils of the Union School, one-half at each half-yearly examination, and exerted such a beneficial influence that it is to be hoped they will continue to grant yearly a certain sum for a like purpose.

125. *The Reverend Robert Scott, Oakville.*—In addition to the information which the annual reports furnish, I have little beyond a repetition of last year to give. While I have not advertised any public lecture on education during the past year, I have embraced the two opportunities which the distribution of prizes afforded me, when there were a greater number of persons interested in education, and parents generally, present, than would likely have been on any other occasion, to address a short lecture, on each occasion pointing out the aim and design of education and the need for co-operation between the parent and teacher, if a healthful education was to be attained, and I hope not without good results. In the schools one thing is noticeable,—the change of teachers that has taken place in both the Separate and the Common Public Schools. The Separate School during last year (1864) was successful in securing the services of a very well qualified male teacher, holding a first class County Board certificate, and the progress made by the pupils was marked. In the Public Common School two changes of teachers have taken place, the present Principal of the School having been first appointed to the Common School, and then, on being transferred to the Grammar School division, having been succeeded by the present teacher who holds a first class certificate from the Normal School, Toronto. He has, since his appointment, proved himself to be a very efficient teacher. With a change of teachers has come a change in another respect, as might be inferred from what we have already said. The system of prize-cards has been laid aside and prizes have taken their place with very marked results for good in so far as school education is concerned, if the number of lessons acquired, and eagerness in study are to be reckoned as such. In regard to non-attendance and religious instruction, matters remain much as they were last year. As regards the County Board, the revised programme is observed and the questions are printed. The Books in the Public School Library are covered, labelled and numbered, and the regulations are, I believe, as far as possible, strictly observed. Hitherto few books have been taken out of the library by the general public, although they are very well read by the pupils and their parents, and doubtless with very healthful results. I am glad to know that

upwards of eighty-six dollars have been collected to purchase additional books for the Library.

126. *The Reverend James S. Douglas, M. A., Peterborough.*—The Union School of the Town of Peterboro' has last year witnessed, as usual, a considerable number of changes among its teachers, which I cannot but deplore. This is chiefly owing to the variable character of the Trustees. The remedy I would respectfully suggest is to limit the powers both of electing and dismissing teachers by means of the Board of Education, whose sanction should be obtained in either case. In connection with this I beg again respectfully to suggest that printed examination papers be sent from the Department to the several County Boards, and, after being filled up and corrected, sent back to the Department for final adjudication. The certificates of teachers would thus be equalized throughout the Province. This would best be administered through County Superintendents. I would also recommend that Union Schools should be taught in departments instead of in successive stages; and that the Trustees should have duplicate copies of the School Reports furnished them, one to return and one to keep. With these exceptions the Union School of Peterboro' continues to be well taught by Mr. King the new Principal, and the other teachers, and the attendance keeps up nearly as before. The prizes did not give the satisfaction anticipated. The library is in abeyance, and the observatory dormant.

127. *The Reverend Robert Cooney, D. D., St. Catharines.*—Our schools, I am happy to say, are in a very healthy and encouraging state. They are, perhaps, as well attended as any ward schools are, in any of our towns or municipalities. We have three schools attended by nearly seven hundred children; one of these is appropriated to the use of the colored people, and were they anxious to avail themselves of the educational advantages this school affords, the attendance would be much larger. Our numerical strength in pupils is affected by two or three tolerably large private schools, and, to a limited extent, by a few minor ones, in which smaller children are taught. To these causes of numerical repression may be added the existence of a large separate school, representing the pupillage of more than two thousand of our inhabitants. Touching the number of children not attending any school whatever, I can only speak approximately; I am inclined to think, however, that the greater part of them may be found in connection with the Separate School and with the African one. The school-house in St. Thomas's ward was enlarged during the year; a measure which has contributed very materially to the comfort and efficiency of the junior male department. The general regulations in regard to religious instruction are observed with a due sense of their importance, and carried out to the utmost practicable extent, and in some instances with obviously good results. We are favored with but few visits from the resident ministers. Nearly all the pupils, however, attend their respective Sunday Schools, and have access to Sunday School libraries. Respecting County Board examinations, I am unable to speak distinctly. The spirit and the letter of the revised programme are carefully observed. The examination questions are all printed; and everything is done to secure the most competent teachers according to their several grades. The revised programme is really needed; and at the last examination some of the candidates found that it is not as easy as many suppose to become a well qualified Common School teacher.

128. *The Reverend Andrew A. Smith, Sarnia.*—In presenting my Annual Report of the Sarnia Union School, I would first remark that, on the whole, the cause of education in this Town is prospering. There is apparently more interest taken, both by parents and Trustees, in school matters than formerly. The number of pupils, however, in the Grammar School Department is not as large as might be expected under the circumstances, as we have a very efficient principal, and also well qualified teachers in all the departments. There are many parents who do not avail themselves of our superior educational advantages, and neglect sending their children to school. The attendance has been about the same as the preceding year. The annual distribution of prizes has a very good effect, and is evidently beneficial in its results. We are still without a school library, but I hope a move will be made to procure one at an early date. Reading the Scriptures and Prayer are observed in all the departments. Printed questions are not used at present, but will probably be introduced at the next meeting of the Board. A Teachers' Association has recently been organized in this County, and a Teachers' Library procured.

129. *John Hyde, Esquire, M.D., Stratford.*—No prizes were appropriated by the Board for distribution during the past year. In previous years prizes were awarded without any favorable influence; at least such is my impression. I think on the whole they tend to produce so much unkindly feeling that they are of doubtful benefit, unless given in strict accordance with some well defined rule, which cannot be mistaken by the children. I regret to say that the school is as yet unprovided with a suitable library. There is, however, an excellent supply of books belonging to the Mechanic's Institute, accessible to the children on payment of a small subscription; many of the more advanced pupils use them freely. The Revised Programme for County Board Examinations is observed, and the questions are printed. The Board has also by resolutions refused to renew third class certificates. I think this is a proper step, as we find that there are more than sufficient teachers holding first and second class certificates to meet the requirements of the County. Permit me to say that it is desirable greater strictness should be observed in granting Normal School Certificates. I am aware that several hold first and second class Provincial Certificates who do not possess the qualifications necessary to obtain those of the same rank from our County Board. My impression is that there are very few children of school age in this municipality who do not attend either the Common, Separate, Grammar or other private schools. I think the number is less than the Board estimates. Ourschool is prospering. The Board has thought proper to change all the teachers but one; though, for my part, I doubt the benefit of changing teachers who have been long in the school, and are thoroughly acquainted with the dispositions, &c., of the children, unless there is some ground for complaint against them.

130. *Alexander Bartlett Esquire, Secretary Board of School Trustees, Windsor.*—As you will doubtless remember, we last year united the Grammar and Common Schools in this Town, which has proved a complete success. It has enabled us to grade our schools, from the lowest to the highest branches, and the work appears to go on much better than when one teacher had to teach the whole range of subjects taught in the Common School. The Board have it in contemplation to build a large Central School House, where the whole work will be more under the supervision of the Head Master than where it is at present, where we have to occupy different buildings at a distance from each other. The union has also proved beneficial to the Grammar School. Instead of a school of fourteen or fifteen pupils, and some of them not studying the subjects required by the regulations of the Grammar School Law, we have now from thirty to forty in regular attendance, and all studying the proper subjects required. Nearly all have passed a regular examination before being admitted. Under the Rate Bill system the Grammar School became a sort of select school, for those who did not want to allow their children to go to the Common School. Now we have the children of those who did not feel themselves able to pay the Rate Bill, availing themselves of the whole programme of Grammar School tuition, and thus obtaining a first class education, and making the Grammar School fulfil the object for which it was intended, namely a classical education for the poor as well as for the rich.

## XLII. INCORPORATED VILLAGES.

131. *The Reverend James S. Douglas, M. A., Ashburnham.*—I have much pleasure in stating that the school of the incorporated Village of Ashburnham continues to improve and progress. The steadiness of the people, the faithfulness of the Trustees, and the industry of the teacher command my warmest praise. The handsome school-building, put up last year, is a proof of their united zeal in the cause of education; and the progress of the school shows the wisdom of their conduct. Instead of a Separate School being established in the village, as was at one time purposed, a female teacher has been called for, and the pupils will thus have the double advantage of Mr. Stratton's learning and Miss Dowling's accomplishments. The prizes were well distributed, and gave, in consequence, general satisfaction. And though no library is yet attached to the school there need be no doubt that, in its advancing progress, a library, which when well managed, is of great value to the senior pupils, will be obtained. The chief cause of non-attendance at this school was, I think, the want of a lady teacher, which want has now been supplied; and I therefore leave the charge of superintending this school with regret indeed on my own

part, but, on the part of the school, with the greatest degree of satisfaction, because I feel confident that the judicious management of the Trustees will well supply my place,

182. *The Reverend C. Rutton, Bradford.*—I am happy to be able to report a very marked improvement in the condition of the Common School of this village. Previous to last year there was but one teacher; and as he was unable to do justice to the large number of pupils in attendance, a female teacher was employed to take charge of the girls. This division of the school into two departments has necessarily promoted its efficiency, much more justice being done to the children, while their number has been considerably increased. An additional piece of ground was also purchased last year by the Trustees, the school-house removed to a better situation, and as the accommodation was too limited for the number in attendance, another building was erected, and the two were joined together by a handsome porch. The entire building, which now presents a very creditable appearance, is sufficiently large to accommodate two hundred and fifty children, and will, no doubt, meet the requirements of the village for many years. It is also well ventilated and fitted up with convenient desks and seats. Prizes are regularly distributed according to merit after a written examination. Both Trustees and teachers evince a commendable interest in the performance of their respective duties.

183. *The Reverend C. C. Johnson, Clinton.*—It is most gratifying to myself to be able to report to you the efficient and satisfactory condition of the school in our village. You will notice by our Returns accompanying this note that the number of pupils attending the school is unusually large, proportionately to the population of the municipality; though the teachers as well as myself have, in common with those of other localities, I believe, to complain that the attendance is not as regular as we would desire for the general educational well-being of the children. This want of regularity is found to prevail more among the poorer families, who, when applied to for a reason, plead poverty as the excuse, that they have to keep the children at home to help with the work of the house, in or out as the case may be. I always make this a special subject of remark whenever I address the children and Trustees, showing that this state of things has a most damaging effect upon both teachers and schools. The general regulations in regard to religious instruction are, I believe, faithfully carried out, and, judging from the discipline and good order of the school in its three departments, and the usual good behavior of the pupils, we may say the effect is most beneficial, for we may point to this as a strong operating cause leading, under Divine Providence, to this result. The teachers themselves, I am happy to say, are most exemplary in their conduct. The County Board examinations are getting into a much better state of efficiency than heretofore; and while the programme regulating these has, I believe, to the letter been carried out in regard to "printed questions," &c., &c., the plan thus adopted at the last County Board examinations has been more satisfactory to the examiners themselves as well as to the applicants for certificates. There is no library attached to the schools. This may arise possibly from the fact that the village has a most excellent reading library, supplied with a choice and well selected collection of books, to which access is most easy—enabling almost the poorest amongst us to participate in the privilege. The keenest competition was evidenced at our late examinations, and a most ready answering by many of the children, thus proving that the effect of prizes judiciously chosen and impartially distributed is most excellent.

184. *The Reverend James Middlemiss, Elora.*—I am happy to be able to report that the schools of this village continue to be managed satisfactorily, and remain in charge of the same efficient teachers as at the date of last report. It will be seen from the Annual Report recently transmitted, that the attendance is quite as large as the population of the village would lead us to expect. This is no doubt owing greatly to the circumstance that the schools are free. All the teachers, however, complain of the partial or irregular attendance of many of the pupils—an evil which interferes very seriously with the success of their labors. A private school, which was opened in the course of the year, is now closed. Another, also opened in the course of the year, is still in operation. It is a girl's school. Pupils of all ages are admitted; but it is specially intended for education of girls in those branches of instruction for which there is no legal provision. There are now five Sunday Schools—one in connection with each of the Protestant Churches in the village. They are in general well attended. The public schools are opened and closed with prayer;

and the regulations in regard to religious instruction are followed. Towards the close of the year the attention of the Trustees was called to the great prevalence among the boys of the use of profane language; and the ministers of the village were requested simultaneously to bring the matter before their congregations, which they have done, I believe, with good results. I trust that by the steady application of this and other means, some considerable check may be put upon this great wickedness which is so prevalent throughout the Province, and whose prevalence bodes ill for the future welfare. The revised programme is followed by the Board of Public Instruction. The use of printed questions has been introduced, the Board being fully satisfied that it enables them to discharge their duty in a more impartial and efficient manner. It is an interesting fact that the number of applications for third class certificates is steadily decreasing. At last examination there was only one, though several applicants for second class certificates received only third class. I feel assured that the decrease is not owing to any undue laxity on the part of the examiners, and in proof of this I may refer to the fact that two teachers, who were, at the midsummer examination last year refused first class certificates, obtained them from another Board which met a few days later. I can therefore regard the decrease of third class applicants as being only an evidence of the growing desire on the part of the people to secure a good education for their children—a desire which their improved circumstances enable them to gratify by offering higher salaries to teachers.

135. *A. Dingwall Fordyce, Esquire, Fergus.*—During the year the public schools have been efficiently conducted by the teachers. It is true that the attendance, as reported, is a good deal below what it was last year, but I believe this is in no respect attributable to the teachers. It must be allowed, however, that for the junior school a more roomy building is much wanted, and that a teacher, doing the very best she can, as matters are, at seasons of the year, cannot do full justice to all the children. This accounts, I believe, for several parents' encouraging a private school, not, as I judge, of a superior description; in addition it may be remarked, in reference to the idea that the teacher will not have her hands so full, there may also be the inducement of a female teacher for girls who are beyond the age or standing of scholars of a junior school. I have not been able to procure statistics of the two private schools which were in operation, one for better than six months from the beginning of the year, the other for a few months at the close of the year; both are closed now. Besides these, another has been kept for several years, limited to a small number not over 15 in all. One or two evening schools have also been kept up part of the season. The library is always a source of interest and field for improvement. Comparatively few besides the children apply for books; they are steady in their attendance when the books are given out; and I think they can scarcely fail to derive benefit from it. Prizes were given before the autumn vacation, and from what I could learn, were the means of a considerable impulse being given to the pupils in their studies.

136. *Samuel McCammon, Esquire, Gananoque.*—It affords me pleasure to report the several departments of the Union School of this village in a satisfactory condition, whilst the pupils in attendance are making rapid progress under the careful instruction of their efficient teachers. The large attendance at the schools during last year may be attributed chiefly to the fact that the schools are free, and to a great increase of population. A large stone school-house was erected here four years ago, which was considered commodious enough to accommodate the school population of the village for the next twenty years; but last year it was found too small, and the Trustees were obliged to open up the old school-house for the reception of about sixty pupils more than could be received into the new school rooms. There are four Sunday Schools in this village, all well attended and supplied with libraries. Our school library, though small, contains some useful books, which are carefully read and much appreciated by the pupils attending the school. The revised programme for County Board examinations is observed, but the questions are not printed. Although parents do not take so much interest in the schools as the trustees and teachers desire, yet I am happy to say that the pupils feel an interest in the school as well as in their studies, and marked progress is the result.

137. *James Bowie, Esquire, M. D., Mitchell.*—There is little scope for adding to my former remarks on our village school report for last year. They might be summed up by

simply stating, that the steady progress which attended the management of the school during the past few years, was even more manifest in that of 1864. Since the last Report one has been added to the number of teachers. Miss Scott has been engaged by the Trustees to teach the younger children in addition to Messrs. Dunsmore and McGill, who have taught the school several years with the most satisfactory results. The number of pupils entered in the register during the year was 428, and the average attendance was about 180. The purchase of a new site, and the erection of a large and more commodious school-house is now seriously contemplated; which desirable object, it is hoped, will soon be attained. In fact it may be stated briefly that our school increases in numbers yearly, and that a continuous improvement of the pupils in the various branches taught, as evinced by the examinations, is perceptible to all, without anything, within my knowledge, having occurred to mar the harmonious working of the present school system.

188. *The Reverend J. J. Bogert, M.A., Napanee.*—I have at present little else to report than that the Common Schools of this village are in a highly satisfactory condition as regards both the qualifications of the several teachers, and the attendance of the pupils. In my last Report I stated that preparations were being made for the erection of a large, substantial and suitable school-house. I have now great pleasure in being able to state that such a building has been erected during the past summer, and that there is every prospect of its being occupied as a school-house in four or five months. It is, no doubt, the heavy expense incurred by the erection of this school-house which has deterred the Trustees from increasing the number of teachers—a number quite disproportioned to that of the children. There is, in fact, but one Common School in Napanee. Where, therefore, I speak of Common Schools, you will please understand me to be alluding to the different departments thereof. I shall feel it my duty to bring before the school Trustees, at an early date, the subject of the 21st section of your last General Report, viz, "Military Drill in the Schools." I see no reason why your suggestions should not be carried out.

189. *The Reverend Wilhelm Schmidt, New Hamburg.*—The schools are at present in a prosperous condition, and the prospects are promising. The Trustees have rented an additional building for the ensuing year, for the primary department. The Roman Catholic Separate School, which was commenced last year, exists no more, as its supporters have again joined the Common School. There were but few children in the municipality that did not attend any school during the past year, and these were mostly children of poor parents who needed them at home. The distribution of prizes exercises a beneficial influence in most cases; but some regard them merely as presents and are dissatisfied if they receive none, even if they have attended the school but a few days during the year. The regulations regarding religious instruction are not followed; at least not in the school-room. Some of the ministers attend to it at their respective churches. The Revised Programme is observed, and the questions are printed.

140. *Andrew Irving, Esquire, Pembroke.*—You will see by the school report from this village that there has been a large attendance of pupils for the year ending 31st December, the average for the first six months being 64, and for the last 52. It is a fact worthy of notice that, although a Separate School has been established, and in active operation for nearly twelve months, our school attendance, when compared with other years, has considerably increased. I am also pleased to report that the school accommodation has been much improved. This the Trustees found to be necessary after the establishment of the Grammar School, and the formation of the Union between it and the Common Schools. At the last examination the Trustees distributed a number of prizes, which, I have no doubt, will have the effect of causing an increased interest to be taken in education alike by parents, teachers and pupils. The school is opened and closed with prayer, the prescribed form being used. This was the ostensible reason given for establishing a Separate School. Our teachers, both Grammar School and Common are most efficient, and are making every exertion to raise the standard of education, and thus render the school both popular and beneficial as a public institution. Their efforts in this respect receive every aid from the Trustees. The Pembroke Circuit Board of Public Instruction have adopted the Revised Programme for County Board Examinations, and intend that it shall be strictly carried out in future. Our school library, owing to frequent changes of teachers (who were the

only librarians that could be procured), and other causes, has not been productive of that general good which it was expected to exert. However, Mr. McClatchie, our Grammar School teacher, has taken the matter in hand, and I have no doubt that he will be successful in his endeavors to make it more useful to the school section than it has heretofore been.

141. *The Reverend Francis W. Dobbs, Portsmouth.*—Our schools continue this year much as usual. The girls' school appears to be much appreciated, and was needed for our increasing population. The revised programme for County Board Examinations is observed, and the questions are printed. As regards religious instruction, the general rules are carried out with reference to the opening and closing with reading and prayer. Occasional instruction is given by the Superintendent during school hours, reading the scriptures, explaining them, and asking questions. No prizes were given this year; but it is hoped some may be distributed during the next year, for the encouragement of the children.

142. *The Reverend William Creighton, Renfrew.*—The Grammar and Common Schools in this village form a Union School. The building they occupy, though large and commodious, is not School but Municipal property. The former school-house, being too small, had to be vacated. The Board of Trustees hope soon to secure a more central site, and to have a suitable edifice of their own erected. The Common School, though affected by a periodical removal of pupils to the Grammar School Department, is so large as to need an assistant for the more juvenile classes, to do justice to them, the more advanced pupils, and the present teacher. A private female school in the village secures the attendance of a number of general pupils. A number of French, German and Polish children don't attend any school. There is no Day School Library. The Trustees have made provision this year for the distribution of prizes among the more diligent and successful students. Two important school-books have been recently introduced, viz:—Lovell's Canadian Geography, and Sullivan's Spelling Book superseded. The teacher has been several years at the work, has good testimonials, and possesses an energetic and efficient mode of communicating instruction.

143. *The Reverend William Aitken, Smith's Falls.*—During the past year the Common School of this Village has remained under the charge of the same teacher as for many years previously, and is still conducted in such a manner as to give general satisfaction. The near neighborhood of one of the schools of an adjoining Township (Montague), as also the private schools in the Village, necessarily affect to some extent the number of pupils in the Common School. The attendance, nevertheless, has been such as to require the appointment of an assistant teacher, to whose care the younger pupils have been entrusted, and whose services have permitted a larger measure of attention to be devoted to the more advanced classes. Concerning the school library and several other points referred to in the Report, I have nothing to state, in addition to what has been mentioned in former years. In the division of the County Board of Examination for this District, printed forms have of late been partially used, and the advantages connected with this method of examination are so obvious, that I have no doubt it will be more extensively resorted to hereafter.

144. *S. J. Barnhart, Esquire, Streetsville.*—The library books are numbered and labelled, but not all covered. They are kept in a very good condition, and appear to exert a beneficial influence. It is conceded by all interested in the cause of education here, that the judicious distribution of prizes has largely contributed to the creation of a spirit of emulation among the pupils, to increased assiduity of study, and consequently to a more rapid progress in their educational advancement. The general regulations on religious instruction are observed, and the result is apparent in the conduct and demeanor of the pupils, as well as in the infrequency of improper language. A further result is observable in a growing gentleness of manners and disposition among the children. The cause of non-attendance is in most cases to be assigned to the necessity which often arises of parents requiring their children to assist in work at home or on the farm.

## APPENDIX B.

## THE GRAMMAR SCHOOLS OF UPPER CANADA.

## INSPECTOR'S REPORT AND SUGGESTIONS WITH RESPECT TO THE COUNTY GRAMMAR SCHOOLS OF UPPER CANADA, FOR THE YEAR 1864.

(By THE REV. G. P. YOUNG, M.A., Inspector.)

SIR.—I have already put into your hands minute reports regarding the Grammar Schools individually, and I have now the honor to submit some remarks on the Grammar School system as a whole, and on the general character of the instruction conveyed in the schools.

*Power of County Councils to establish new Schools.*

I am decidedly of opinion that the power at present possessed by County Councils to establish new schools is too unlimited. By the existing law it is provided that "the several County Councils may establish additional Grammar Schools within the limits of their Municipality;" and the only condition by which the exercise of this power is restrained is, that "no new Grammar School shall be established until the state of the Grammar School Fund permits the application of a sum equal, at least, to two hundred dollars annually to such new school, after deducting for each senior County Grammar School the sum of four hundred dollars, and for each of the other Grammar Schools within such county the sum of two hundred dollars annually." The too free and inconsiderate exercise by County Councils of the large power thus entrusted to them, has led to a needless and most unfortunate multiplication of the Grammar Schools; and the evil, instead of shewing any symptoms of abatement, appears to be growing worse from year to year. In 1858 the number of the schools was 75; in 1860 it was 88; in 1863 it had risen to 95; and the number of recognised schools (though a few of these, but only a very few, are not in actual operation) is now as high as 108. Not a few of the schools thus hastily established are Grammar Schools in name rather than in reality, the work done in them being almost altogether Common School work, which, as a rule, would be much better performed in a well appointed Common School. I believe that County Councils are often led to establish Grammar Schools in localities where such institutions are not needed, under the idea that if the schools should be productive of no good, at any rate they can do no harm. There could not be a greater mistake. Men ought to be wise enough by this time to understand that all public institutions, especially if forming parts of a great plan, must, where unnecessary, be positively bad. Needless and contemptible Grammar Schools are a blot upon the whole school system, the sight of which is fitted to shake the confidence of the country in the administrative wisdom or firmness of those to whom the direction of educational matter is committed. When it is considered that the apportionment from the Grammar School Fund to a particular county is divided, according to certain fixed principles, between the different schools in that county, it will be seen that the disposition manifested by some Councils to secure the largest possible number of schools for their county, is practically a disposition to secure quantity for quality, for as the number of the schools is augmented the salaries of the masters are diminished, the tendency of which is, of course, to throw the schools into the hands of a lower grade of teachers. Besides this, it appears sometimes to be forgotten that, in rural districts, the supply of pupils for a particular Grammar School is derived, not solely from the village or immediate locality in which the school is established, but to a large extent from a pretty wide circle of country round about. There are very few instances in which this circle—the *circle of supply*, if I may so call it—ought not to have a radius of a considerable number of miles. Where this is not kept in view, the establishment of a new school may be the death, or the unwarrantable crippling of an old one. There is another point of great importance which seems to be but little taken into account: I mean, the effect of the undue multiplication of Grammar Schools on the Common Schools. When a Grammar School is established where there is little or no demand for higher education, the master is obliged to occupy himself with Common School subjects, and, in such circumstances, I have sometimes found the pleasant theory prevailing, that an English education is given in the Grammar School of a superior kind to what could be obtained in a mere Common School. Of course there



could be no more effectual way of keeping the Common Schools of a district in a low state than professedly to make some other provision for performing the higher part of that work which properly belongs to them. While I have felt it my duty to state thus plainly my conviction that the exercise, by County Councils, of the power to establish additional Grammar Schools should be guarded by more effectual checks than are at present in force, I leave it to you, Sir, to decide what these checks should be. There is only one thing which I would venture to suggest—not by any means as sufficient in itself, but as a provision which might work well in connection with others that may be adopted. If County Councils were obliged to pay a certain sum annually in support of every school established by them, as well as to provide suitable school buildings and furniture, some of the Councils would probably be less ready than they now are to establish new schools. At the same time, the sums thus contributed, by increasing the salaries of the masters, would tend to secure the services of a higher order of teachers.

#### *Union of Common with Grammar Schools.*

The next thing which I would suggest is the union of Common with Grammar Schools. Trustees are authorized, by the existing law, "to adopt, at their discretion, such measures as they judge expedient, in concurrence with the Trustees of the County Grammar School, for uniting one or more of the Common Schools of the city, town or village, with such Grammar School." The power thus granted has been extensively acted on. About three out of every five Grammar Schools in Upper Canada have Common Schools united with them; and in not a few instances where unions have not yet been formed, I found a strong disposition existing to enter into such an arrangement. I made it my business to enquire particularly into the benefits supposed to result from the union of the Common with the Grammar Schools. The chief advantage was in almost every case admitted to be a pecuniary one. By the existing law, Grammar School Trustees have of themselves no power to raise money for Grammar School purposes, but, in case of the Common and Grammar Schools becoming united, the joint boards may levy money for the support of the united schools. This being so, it is easy to comprehend how strongly the trustees of a Grammar School who feel their hands tied up from doing anything to put the school in an efficient state, may be tempted to make with the Common School Board a league which will give them a voice in the important matter of taxation. Another advantage which has frequently been mentioned to me as flowing from the union is, that, a close relation being thus established between the Common and the Grammar Schools of a district, a legitimate, powerful influence can be brought to bear upon children in the Common School, to induce them, when they have reached the necessary stage in their studies, to enter the Grammar School. In not a few union schools there is a regular arrangement by which all the pupils who have passed through what may be termed the most advanced Common School form, are, as a matter of course, drafted into the Grammar School, unless their parents or guardians object. In this way the number of those attending the Grammar School is much greater than it could be expected to be, did no union between the Common and Grammar Schools exist. There are some cases in which, for the purpose of securing these and other advantages of a minor kind, the formation of a union between the Common and Grammar Schools is, perhaps, not a bad expedient. But of nothing am I more convinced than that, as a rule, such union is undesirable. In a large number of instances it throws upon the Grammar School master the necessity of receiving into his room, and personally instructing, Common School pupils as well as those whom it is his more particular duty to attend to. A consequence of this is, that he cannot afford to the Grammar School pupils the time that is necessary for drilling them in the subjects that they are studying. I frequently judged it right, during my inspection of the schools last year, quietly to call the attention of the teachers to the fact that their classes in Latin or Mathematics were not so well grounded as might be wished; and no reply which I received was more common than this: "*I admit the defect, but how can I help it? The Trustees require me to instruct, besides Grammar School pupils, fifteen or twenty Common School children. With so many different things to attend to, and having no assistant, I can only allow a very short time to each class. How, in these circumstances, can any one expect my work to be done thoroughly?*" Such complaints are undoubtedly not altogether without ground, and they indicate what, in my opinion, is the insuperable objection to anything

like a wide and general union of the Common with the Grammar Schools. There are, it is true, Union Schools where the teachers labor under the disadvantages to which I have referred, and yet have been able, from their energy and habits of order, to exhibit very satisfactory results in the attainments of their pupils; but the fact that success may be achieved in spite of obstacles is no reason why we should look with favor on a system in which gratuitous obstacles to success are provided. It may be thought that my objections to the union will not apply in the case of cities, where a sufficient staff of Common School teachers can be secured for the Common School work that has to be done, and the Grammar School master is thus enabled to limit himself to his proper duties. But it is precisely in such places that the union is, in my opinion, most to be deprecated. In cities, if anywhere in the Province, we expect to find first-class Grammar Schools. They are the natural centres of the higher education. But education, at its natural centres, ought to be surrounded with every circumstance that can tend to bring it into the most flourishing condition; and, therefore, in our cities and large towns more than anywhere else, we should be careful to disconnect the Grammar Schools from all foreign and unnecessary adjuncts that would in any degree repress their vitality or cramp their efficient action. It may be presumed that, in a city, the Grammar School does not require to have the Common Schools united with it for the sake of either money or pupils. I can easily conceive that in some places of importance, where the Common and Grammar School Boards are at present united, fears may be entertained, both from the past history of education in these places, and from the present state of things in other quarters where no union exists, that, but for the union, a Grammar School could not be supported; but I do not share such fears. I will not believe, till I see the experiment fairly tried, that there is any city or important town in Upper Canada, in which a Grammar School, not united with the Common Schools, would not, if furnished with efficient teachers, be well supported. While not requiring any assistance which the Common Schools can give, the Grammar Schools in our towns and cities lose much by having the Common Schools united with them. There is the greatest possible practical difficulty in so managing the details of a large Union School that anything like justice shall be done to the several departments. In so far as the connection between the Common and the Grammar Schools is real and not merely nominal, the arrangements necessary for the classes of the former must limit freedom of arrangement in regard to the classes of the latter. A first-class Grammar School will usually be one in which everything is ordered with reference to the proper ends of the school itself, and not in accommodation to extraneous necessities; a state of things very different from what exists in the Grammar School divisions of large Union Schools which I could name.

#### *Taxation for Grammar School purposes.*

The representations which it was my duty to make to the Trustees of not a few of the Grammar Schools, as to the necessity of providing suitable school buildings and furniture, were (in cases where the Grammar and Common Schools are not united) usually met with the statement that, under the existing law the Grammar School Trustees have no power to raise money; all that they can do being to petition the county or municipal councils for a grant. The desire was expressed by many intelligent and earnest members of Grammar School Boards, that the law should be altered so as to give them a power of raising money similar to that possessed by Common School Trustees. I find, in consulting the reports of previous inspectors—reports of great excellence, and with almost everything in which I concur—that more than one of my predecessors have thrown out the same suggestion. I am humbly but decidedly of opinion that no such power as that referred to should be bestowed on Grammar School Boards. Two Boards of Trustees, at liberty to tax independently to any amount for educational purposes, would be a burden greater than almost any district would consent to bear. Are the Grammar Schools, then, to be left wholly dependent (except where they have the Common Schools united with them) on the precarious voluntary liberality of County and Municipal Councils for anything they may need in addition to the appropriation they may receive from the Grammar School Fund? Is not the present state of the law the very thing that tends so strongly to force the Grammar Schools into that union with the Common Schools which has been represented above as in general so undesirable? My answer is, I would alter the law, but not in the way proposed. In a previous part of this report I ventured to suggest that, in the

case of every new Grammar School established by a County Council, the Council should be required, besides providing suitable school buildings and furniture, to contribute a certain sum annually for the support of the school. While the fact of their consenting to make such a contribution would be so far a guarantee that the school was needed in the locality, the sum contributed would furnish the Grammar School Trustees with the means, which at present they do not possess, of doing what might be requisite for putting the Grammar School into a state of efficiency.

#### *School Buildings.*

I have nothing of importance to add to the very full descriptions which previous Inspectors have given of the general condition of the Grammar School buildings. In my private reports of the schools individually, I have noted the character of the school-house in each case, and I only refer to the subject now for the purpose of expressing my opinion that strong measures should be taken by those in authority to compel the erection of suitable school-houses. It should not be tolerated, for example, that in a place like St. Thomas, the Grammar School should be a mean and wretched building in which (by the confession of the Trustees themselves) it is not possible for the work of the school to be done without injury to the health of both master and pupils. It is shameful that the great and important city of London should dispense its higher education in the miserable old building now in use. Were the power in my hands, I would unrelentingly withhold from such schools (and there is a considerable number of them in the Province) all share of the Grammar School Fund, till I received some good assurance that things would be put in a proper state. It may be said that the County or Municipal Councils would not care for this; the blow would fall, not on them, but on the schools, which would become extinct for want of support. I answer: be it so. If the inhabitants of a district are so unconcerned about higher education as to allow the public officers who have the official direction of their affairs to act in such a manner, let them take the consequences. They do not desire a Grammar School, and ought not to have one.

#### *System of Instruction and its results.*

Of the system of instruction pursued in the Grammar Schools, and its results, it is impossible, in a general report like the present, to convey any definite idea. I may remark, however, that with the schools as a whole, I was much better satisfied than I expected to be. From various quarters I had heard, before setting out on my tour of inspection, that the Grammar Schools were in a very low condition, and this is true of a considerable number of them; but there are also a considerable number which are very excellent, and the majority at least respectable. In forming an estimate of the average character of the schools, it seems to me only fair that no account should be taken of what may be termed *the unnecessary schools*, which have been inconsiderately established in districts where there is no demand for advanced education. I regard these less as integral parts of the system than as unhealthy excrescences, to be lopped off at the earliest possible opportunity. Leaving out of view schools of this sort, I do not hesitate to say that the Grammar Schools of Upper Canada, for as many of them confessedly fall below the mark which it is desired that they should reach, are, as a class, not only in the promise of what they may become, but in what they actually are at the present moment, an honor to the country. We must not look for too much. It would be preposterous to expect at this early period in the history of our Province, that its Grammar Schools generally should be able to bear comparison with the better Classical and Mathematical Schools of Great Britain and Ireland. To this Canada does not pretend, but she has begun well, and appears to be steadily, if not rapidly progressing. The branch in which I found the Grammar Schools specially defective was Algebra. On one occasion, when I was leaving a school which I had inspected, in company with one of the Trustees, a distinguished graduate of University College, he remarked to me, "it would make Cherriman laugh to see that Algebra." I mention this because there are too many of the Schools, of which the same observation might be made. In not a few the most advanced pupils were floundering amid the shallows of the four first rules. But much worse than the elementary character of the work done, was the inferior style of doing it. I am afraid that one cause of the prevailing deficiency in this branch is the imperfect knowledge of Algebra, which some of

the Grammar School Masters possess. As regards the method of teaching pursued, what I found most reason to deplore, was the insufficient grounding of the pupils in the principles of the different subjects of study. Closely connected with this is the mistake of not requiring the home preparation of lessons. In a considerable number of the schools no preparation (or scarcely any) is expected, even from pupils in somewhat advanced classes, except what they contrive to make in the school-house during school hours, while the teacher, is hearing other classes. Such a system is manifestly incompatible either with due progress or with accuracy. There are two errors of method (as I consider them) of a minor kind, which it may, perhaps, seem unworthy of a report like this to notice; but I met them so frequently that I think it proper to refer to them. The first presented itself in the teaching of Geometry. It often happened, when the boy was called upon to demonstrate a particular proposition, that he was directed by the Master to "put the figure on the board;" whereupon he at once drew the complete diagram, as given in Euclid. I found the tendency of this to be, to produce in the pupils a habit of learning the propositions by rote, in many instances, when, after having drawn his diagram, in the way described, the pupil had gone through the proposition correctly from beginning to end, on my requesting him to rub the figure out, and commence *de novo*, drawing on the board at first only what was given, and making the construction afterwards by degrees as the proposition might indicate, his perplexity was such as would have made "Cherriman laugh." The reason assigned by teachers for the injudicious practice referred to, invariably was, that it saved time; and it is easy to understand how a teacher, with more to do than he can properly attend to, may be led, for the sake of saving a few minutes, into a method of instruction which his judgment condemns; but it may be possible to save time at too great an expense. The other error which I was to notice, is this—in a very large number of the schools the classical pupils are permitted to translate without going through the process of what is called *construing* or *arranging the words*. The consequence of this is, that they are apt to content themselves with a general and vague idea of the meaning of the passages read, while neither the significations of individual words, nor the syntactical connection of the different parts of a sentence with one another are understood. I am here stating what I have, as a matter of fact, seen again and again. Times without number, after a boy has given a flourishing and loose rendering of some passage in Cæsar or Virgil, I have asked him to point out the Latin word corresponding to some expression which he had used in his translation, and he has answered in the wildest possible manner. It may be said that this could not occur under a good teacher; for such a teacher, if he permitted his pupils to translate without construing, would use means to satisfy himself that they understood what they were about. This is true; but some teachers are not good teachers; and though there are exceptions to this, I found that it was not usually the best teachers who followed the method which I am condemning.

One very excellent master, with whom I had occasion to converse on the subject, called my attention to the fact that my views here differ from those of Dr. Arnold. Arnold's opinion is expressed at length in an Essay on "Rugby School," contained in his miscellaneous works, and the passage is so important that, had the report not already extended to such a length, I should be tempted to quote a large portion of it. I must select the following sentences. "What can be more absurd than the practice of what is called construing Greek and Latin, continued as it often is even with pupils of an advanced age?

Every lesson in Greek and Latin may, and ought to be made, a lesson in English; the translation of every sentence in Demosthenes or Tacitus is properly an exercise in extemporaneous English Composition.

But the system of construing, far from assisting, is positively injurious to our knowledge and use of English; it accustoms us to a tame and involved arrangement of our words, and to the substitution of foreign idioms in the place of such as are national; it obliges us to caricature every sentence we render, by turning what is, in its original dress, beautiful and natural, into something which is neither Greek nor English, stiff, obscure and flat, exemplifying all the faults incident to language, and excluding every excellence." I have no desire to set my opinion against so high an authority; nor do I very much, in fact, differ from the views which Arnold has expressed. The advantages of the system which he recommends, when it is guarded by proper checks, are real and great. It will be observed, however,

that it is specially to "pupils of an advanced age," who are understood to have been properly instructed in the elements of Latin and Greek, and who are familiar with the principles of construction, that his remarks are meant to apply. I admit that he represents even the youngest boys as deriving several advantages from the habit of reading into English without construing; but, in doing so, he takes for granted the existence of a system of instruction of so high and efficient a description as to render it impossible for anything like guess work to be tolerated in translation. It is no reproach to Canada to say that her Grammar Schools do not present, either as respects the general culture of the pupils or the accomplishments of the bulk of the masters, anything like the state of things which exists in the great English schools, and on the view of which Arnold proceeded in his pleadings against construing. Perhaps the advantages of both methods might be secured, if the pupils were required to construe on their first recitation of a Latin or Greek lesson, and the passages gone over were subsequently, when thoroughly mastered, read into elegant idiomatic English, without construing. To dispense with construing, *in the first instance*, I cannot persuade myself that we in this Province are by any means prepared.

I have the honor to be, sir,

Your obedient servant,

GEORGE PAXTON YOUNG,

*Inspector of Grammar Schools.*

The Reverend Egerton Ryerson, D.D., LL.D.,

Chief Superintendent of Education, Upper Canada.

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### APPENDIX C.

#### THE GRAMMAR AND COMMON SCHOOLS OF UPPER CANADA.

##### HOLIDAYS AND VACATIONS.

*(In accordance with the recommendation of the Joint Committee on Printing, the above Appendix is not printed.)*

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### APPENDIX D.

#### THE NORMAL SCHOOL FOR UPPER CANADA.

##### PROVINCIAL CERTIFICATES GRANTED BY THE CHIEF SUPERINTENDENT OF EDUCATION.

The Chief Superintendent of Education, on the recommendation of the masters of the Normal School, and under the authority of the following section of the Upper Canada Consolidated Common School Act, 22 Vic, chap. 64, sec. 107, has granted to the under-mentioned students of the Normal School, Provincial Certificates of Qualification as Common School teachers in any part of Upper Canada.

"107. The Chief Superintendent of Education, on the recommendation of the teachers in the Normal School, may give to any teacher of Common Schools a Certificate of Qualification, which shall be valid in any part of Upper Canada until revoked; but no such Certificate shall be given to any person who has not been a student in the Normal School."

The Certificates are divided into classes, in harmony with the general programme, according to which all teachers in Upper Canada are required to be examined and classified, and are valid until revoked, or until the expiration of the time mentioned in the Certificate, according to the following form:—

GRADE A, (B, OR C,) OF THE FIRST (OR SECOND) CLASS.

*Certificate of Qualification—Normal School, for Upper Canada.*

THIS IS TO CERTIFY, that \_\_\_\_\_ having attended the Normal School during the \_\_\_\_\_ Session, 18 \_\_\_\_\_, and having been carefully examined in the several branches named in the margin, is hereby recommended to the Chief Superintendent of Education, as eligible to receive a First (or Second) Class Certificate of Qualification, as a Common School Teacher in Upper Canada, according to the "Programme of the Examination and Classification of Common School Teachers," revised by the Council of Public Instruction, on the 17th day of December, 1858.

\_\_\_\_\_  
*Head Master.*

\_\_\_\_\_  
*Second Master.*

| STANDING                                               |  |
|--------------------------------------------------------|--|
| IN THE DIFFERENT BRANCHES—<br>No. 1 being the highest. |  |
| <i>Spelling</i> .....                                  |  |
| <i>Reading</i> .....                                   |  |
| <i>Grammar</i> .....                                   |  |
| <i>Composition</i> .....                               |  |
| <i>English Literature</i> .....                        |  |
| <i>History</i> .....                                   |  |
| <i>Geography</i> .....                                 |  |
| <i>Education</i> .....                                 |  |
| <i>Writing</i> .....                                   |  |
| <i>Drawing</i> .....                                   |  |
| <i>Music</i> .....                                     |  |
| <i>Book-Keeping</i> ..                                 |  |
| <i>Arithmetic</i> .....                                |  |
| <i>Algebra</i> .....                                   |  |
| <i>Geometry</i> .....                                  |  |
| <i>Mensuration</i> .....                               |  |
| <i>Natural Philosophy</i> .....                        |  |
| <i>Chemical Physics</i> .....                          |  |
| <i>Chemistry</i> .....                                 |  |
| <i>Aptitude to Teach</i> .....                         |  |
| <i>Conduct</i> .....                                   |  |

IN ACCORDANCE with the foregoing recommendation, and under the authority vested in the Chief Superintendent of Education by the 107th section of the Upper Canada Consolidated Common School Act (22nd Victoria, chapter 64.

[L.S.]

I do hereby grant to \_\_\_\_\_ a First (or Second) Class Certificate of Qualification, as a Common School Teacher, of the grade and standing above indicated, which Certificate shall be valid in any part of Upper Canada, until revoked by this Department (or for one year, as in the case of Second Class Certificates, Grade C.)

Dated at the Education Office, Toronto, this (fifteenth day of one thousand eight hundred and sixty \_\_\_\_\_).

\_\_\_\_\_  
Chief Superintendent of Education for U. C.

Recorded in Certificate Register A of the Department, Number \_\_\_\_\_

\_\_\_\_\_  
Registrar.

Each Certificate is numbered and recorded in the Register of the Department, in the following order :—

THIRTY-FIRST SESSION.—DATED 15TH JUNE, 1864.

**MALLES.**

*First Class.—Grade B.*

- 1837 Allan, Absalom Shade [1461].\*
- 1838 Houston, William.
- 1839 McCamus, William [1091], [1169].

*First Class.—Grade C.*

- 1840 Ellis, John Allen.
- 1841 Vance, William [1377].
- 1842 Wright, Aaron Abel.

*Second Class.—Grade A.*

- 1843 Allen, John,
- 1844 Bingham, James William [473].
- 1845 Callinan, Thomas.
- 1846 Earl, Barton.
- 1847 McColl, Hugh.

*Second Class.—Grade B.*

- 1848 Arthur, Samuel.

- 1849 Balderson, Thomas.
- 1850 Braiden, Richard.
- 1851 Brown, James Burt.
- 1852 Campbell, James.
- 1853 Ellis, Frederick Llewellyn.
- 1854 Fraser, John.
- 1855 Frazer, George James.
- 1856 Fry, Menno Simon.
- 1857 Gregory, Thomas.
- 1858 Haggerty, Hugh.
- 1859 Jennison, Reuben Robinson.
- 1860 Metcalf, John Henry.
- 1861 Murch, Thomas.
- 1862 McCallum, Malcolm.
- 1863 McDonald, John James.
- 1864 McIntyre, George.
- 1865 McLim, William Andrew.
- 1866 Nicholson, Thomas [1392].
- 1867 Rae, Alexander Marshall.
- 1868 Simpson, John, William [1785].

1869 Smith, William Charles.  
1870 Wright, George Catley.

*Second Class.—Grade C.*

(Expire one year from this date.)

1871 Clark, James Frederick.  
1872 Farrington, James.

*First Class.—Grade B.*

1879 Bell, Mary Ann [1699], 1793].  
1880 Duck, Mary Jane [1309].  
1881 Ross, Catherine McCandide.

*First Class.—Grade C.*

1882 Anker, Mary Ann [1496].  
1883 Churcher, Annie [1815].  
1884 O'Brien, Eliza [1707, 1803].  
1885 Sullivan, Annie.

*Second Class.—Grade A.*

1886 Barnes, Anne [1810].  
1887 Cameron, Annie Isabella [1811].  
1888 Campbell, Mary Ann.  
1889 Cantlon; Elizabeth.  
1890 Ewan, Janet.  
1891 Lamb, Susannah [1718, 1822].  
1892 Legge, Isabella.  
1893 Martin, Elizabeth Margaret [1705, 1824].  
1894 MacGregor, Mary [1823].

*Second Class.—Grade B.*

1895 Aiken, Jeanie.  
1896 Bales, Anne [1831].

1873 Harper, Robert.  
1874 Lowe, Peter [1672].  
1875 McLean, James.  
1876 McLean, Peter.  
1877 Russell, John Roe.  
1878 Smith, James.

FEMALES.

1897 Burwash, Mary.  
1898 Crawford, Grace [1833].  
1899 Donohoe, Anne.  
1900 Elder, Christina Hossie [1714].  
1901 Elliott, Margaret.  
1902 Gemmell, Jessie.  
1903 Jackson, Ellen.  
1904 Mainprize, Sarah.  
1905 McIntosh, Margaret.  
1906 Scott, Eliza Patton [1834].  
1907 Scott, Jane.  
1908 Sidway, Elizabeth.  
1909 Sinclair, Janet [1835].  
1910 Trout, Harriet Ann.  
1911 Turner, Maria Jane.

*Second Class.—Grade C.*

(Expire one year from this date.)

1912 Agar, Jane.  
1913 Campbell, Sarah Anne.  
1914 Cusack, Amelia.  
1915 Harcus, Mary.  
1916 Marling, Mary Ellen.  
1917 McBean, Isabella.  
1918 McLeod, Mary.

THIRTY-SECOND SESSION.—DATED 22ND DECEMBER, 1864.

MALES.

*First Class.—Grade A.*

1919 Cavanagh, William Herbert.  
1920 McColl, Hugh [1847].\*

*First Class.—Grade B.*

1921 Ayers, William [1748].  
1922 Cain, James [1650].  
1923 Chambers, John.  
1924 Haggerty, Hugh [1858].  
1925 Langdon, John [1464].

*First Class.—Grade C.*

1926 Maloy, Hiram [1373, 1453].  
1927 Metcalf, John Henry [1860].  
1928 Murphy, John Joseph [1755].  
1929 McLean, Peter [1876].  
1930 Page, Thomas Otway.  
1931 Russell, John Rowe [1877].

*Second Class.—Grade A.*

1932 Abbott, John, Thomas [1747].  
1933 Balderson, Thomas [1849].  
1934 Brown, George.  
1935 Callinan, Thomas [1845].  
1936 Campbell, James [1852].  
1937 Crawford, Allen.  
1938 Farrington, James [1872].  
1939 Gregory, Thomas [1857].  
1940 Hay, Andrew.  
1941 Jeanison, Reuben Robinson [1859].

1942 Murch, Thomas [1861].  
1943 Smith, Thomas.

*Second Class.—Grade B.*

1944 Carley, Abram.  
1945 Gillillan, James.  
1946 Harman, Reuben P.  
1947 Lewis, Richard.  
1948 Masales, George W.  
1949 Morton, Andrew.  
1950 Moulton, Proctor.  
1951 Murray, John.  
1952 McCallum, Malcolm [1862].  
1953 McCrimmon, Angus.  
1954 Robertson, James.  
1955 Sanderson, Robert [1577].  
1956 Wilkins, David Francis Henry.  
1957 Wilson, Josiah.  
1958 Wilson, Samuel.

*Second Class.—Grade C.*

(Expire one year from date.)

1959 Dunn, Robert.  
1960 Eccles, Daniel.  
1961 Gray, Samuel.  
1962 Jessop, Elisha.  
1963 Johnson, Charles Richard.  
1964 Jupp, William.  
1965 Richard, Alexander.  
1966 Richardson, Joshua John.

FEMALES.

*First Class.—Grade A.*  
 1967 Duck, Mary Jane [1809, 1880].  
 1968 Ross, Catherine McCandie [1881].

*First Class.—Grade B.*  
 1969 Anker, Mary Anne [1496, 1882].  
 1970 Cantlon, Elizabeth [1889].  
 1971 Churcher, Annie [1815, 1883].  
 1972 Legge, Isabella [1892].  
 1973 O'Brien, Eliza [1707, 1803, 1884].

*First Class.—Grade C.*  
 1974 Cameron, Anna Isabella [1811, 1887].  
 1975 Elliott, Margaret [1901].  
 1976 Ewan, Janet [1890].  
 1977 Harcus, Mary [1915].  
 1978 Turner, Maria Jane [1911].

*Second Class.—Grade A.*  
 1979 Coyne, Maria Hamilton [1816].  
 1980 Cusack, Amelia [1914].  
 1981 Forster, Mary Telfer.  
 1982 Horgan, Mary Rebecca [1717, 1798].  
 1983 Jennings, Hannah Augusta.  
 1984 Jores, Anna Elizabeth [1238].  
 1985 Lamb, Susannah [1718, 1822, 1891].  
 1986 Martin, Elizabeth Margaret [1705, 1824, 1893].  
 1987 McBean, Isabella [1917].  
 1988 McIntosh, Margaret [1905].  
 1989 Sinclair, Janet [1835, 1909].  
 1990 White, Eleanor.

*Second Class.—Grade B.*

1991 Banan, Jane A.  
 1992 Crawford, Elizabeth.  
 1993 Dingman, Margaret Mahala.  
 1994 Dobbin, Emma W.  
 1995 Ellis, Hannah Cassandra.  
 1996 Gemmell, Jessie.  
 1997 Greeve, Ellen.  
 1998 Lees, Henrietta.  
 1999 Mainprize, Sarah.  
 2000 Marling, Mary Ellen [1916].  
 2001 Montgomery, Esther Emily.  
 2002 Nixon, Kate.  
 2003 Palmer, Sarah Ann.  
 2004 Pettinger, Mary.  
 2005 Rawson, Elizabeth Anna.  
 2006 Reid, Isabella.  
 2007 Scobie, Sarah Emily Alexandrina.  
 2008 Short, Mary.  
 2009 Strickland, Elizabeth.  
 2010 Sutherland, Anne Agnes.

*Second Class.—Grade C*

(Expire one year from date.)

2011 Cone, Julia.  
 2012 Dodds, Margaret.  
 2013 Henderson, Margaret Jane.  
 2014 Hodgins, Jane.  
 2015 Kennedy, Jane.  
 2016 McNaught, Fanny.  
 2017 McNaughten, Margaret.  
 2018 Sefton, Annie Maria.  
 2019 Sutherland, Jennie Helena.

EXPIRED CERTIFICATES.

The certificates of the *Second Class, Grade C*, granted subsequently to the Nineteenth Session have been limited to one year from their respective dates. Lists of certificates which expired before June, 1864, have already appeared in previous reports, and the following list comprises those which expired on the 15th June and 22nd December, 1864.

MALES.

1671 Jordan, Thomas.  
 1672 Obtained *Second Class C* (1874).  
 1673 Moyer, Eli Nash.

1674 Rockwell, Ashbel.  
 1675 Obtained *First Class C* (1745).

FEMALES.

1712 Carlisle, Jane.  
 1713 Obtained *Second Class A* (1796).  
 1714 Obtained *Second Class B* (1900).  
 1715 Obtained *Second Class B* (1818, 1899).  
 1716 Obtained *First Class B* (1795).

1717 Obtained *Second Class A* (1798).  
 1718 Obtained *Second Class B* (1822) and *A* (1891).  
 1719 Lymburner, Eliza.  
 1720 Simons, Theresa Maria.  
 1721 Obtained *Second Class B* (1827).

MALES.

1778 Obtained *Second Class A* (1843).  
 1779 Braiden, Wilson.  
 1780 Titchworth, Ira Cyrus.  
 1781 McKellar, Hugh.

1782 Ole, John.  
 1783 Parsons, John.  
 1784 Pritchard, James.  
 1785 Obtained *Second Class B* (1868).

FEMALES.

1830 Baldwin, Louisa.  
 1831 Obtained *Second Class B* (1896).  
 1832 Belfry, Sarah Ann.  
 1833 Obtained *Second Class B* (1898).

1834 Obtained *Second Class B* (1906).  
 1835 Obtained *Second Class B* (1909).  
 1836 Stanley, Catherine Penelope.

|                                                                                                       |      |
|-------------------------------------------------------------------------------------------------------|------|
| Total number of certificates granted .....                                                            | 2019 |
| Deduct certificates expired, and all certificates except the last granted to any one individual ..... | 609  |

Total certificates valid on 30th December, 1864..... 1410

\* The figures in brackets indicate the number of a previous certificate obtained by the student named.  
 † A Certificate has no legal value after the date of its expiration.



APPENDIX E.

APPORTIONMENT OF THE LEGISLATIVE SCHOOL GRANT FOR UPPER CANADA, FOR 1865.

*Circular to the Clerk of each County, City, Town and Village Municipality in Upper Canada.*

SIR,—I have the honour to transmit herewith a certified copy of the apportionment for the current year, of the Legislative School grant to each City, Town, Village, and Township, in Upper Canada.

The basis of apportionment to the several Counties, Cities, Towns, Villages and Townships for this year, is the population as reported in the census of 1861, which was also adopted last year, and I have no more generally accurate statistics of a later date.

Where separate Schools exist, the sum apportioned to the Municipality has been divided among the Common and Roman Catholic Separate Schools therein, according to the average attendance of pupils at both classes of Schools during last year as reported by the Trustees.

The gross sum apportioned to all the schools this year is the same as that apportioned last year.

The apportionment is made on the supposition that the amount usually placed on the estimates, for the support of Common Schools, will be voted during the ensuing session of Parliament. But according to an intimation made to me by the Finance Department, that part of it which depends upon the annual vote of Parliament, will not be payable until it is voted by the Legislature—Parliament having been prorogued before the details of the estimates were passed. There is, however, I think, no doubt that the whole sum will be voted on the re-assembling of the Legislature.

I shall endeavour to have part of the apportionment paid at this Office, to the Agent of the Treasurer of your Municipality, about the 1st of July, provided that the School Accounts have been duly audited, and that they, together with the Auditors' and Local Superintendents' Reports, have been duly transmitted to this Department.

It is particularly desirable that the amounts should be applied for not later than the third week in July, as it is inconvenient to delay the payment. There are, however, a number of municipalities which have not yet sent in their accounts of school moneys, now several months over due, and in these cases the payment must necessarily be deferred until the law has been complied with.

I trust that the liberality of your Council will be increased in proportion to the growing necessity and importance of providing for the sound and thorough education of all the youth of the land.

I am Sir, your obedient Servant,  
E. RYERSON.

Education Office,  
Toronto, 16th June, 1865.

APPORTIONMENT TO COUNTIES FOR 1865.

|                              |                   |                      |           |
|------------------------------|-------------------|----------------------|-----------|
| 1. COUNTY OF GLENGARRY.      |                   |                      |           |
| Townships.                   | Apportionment.    |                      |           |
| Charlottenburgh .....        | \$701 00          | Finch .....          | 287 00    |
| do for Separate Schools..... | \$102 00          | Osnabrock.....       | 678 00    |
| Kenyon .....                 | 582 00            | Roxborough .....     | 380 00    |
| Lancaster .....              | 478 00            |                      | \$1943 00 |
| do for Separate Schools..... | 69 00             |                      |           |
| Lochiel .....                | 511 00            | 3. COUNTY OF DUNDAS. |           |
| do for Separate Schools..... | 97 00             | Matilda.....         | \$582 00  |
|                              | \$268 00\$2272 00 | Mountain .....       | 441 00    |
| Total for County, \$2540.    |                   | Williamsburgh.....   | 561 00    |
|                              |                   | Winchester.....      | 490 00    |
|                              |                   |                      | \$2074 00 |
| 2. COUNTY OF STORMONT.       |                   |                      |           |
| Cornwall.....                | \$600 00          |                      |           |

4. COUNTY OF PRESCOTT.

|                              |                  |
|------------------------------|------------------|
| Alfred .....                 | \$163 00         |
| Caledonia .....              | 129 00           |
| Hawkesbury, East.....        | 373 00           |
| do for Separate Schools..... | \$134 00         |
| do West.....                 | 262 00           |
| Longueuil .....              | 193 00           |
| Plantagenet, North.....      | 258 00           |
| do for Separate School.....  | 46 00            |
| do South.....                | 148 00           |
|                              | <hr/>            |
|                              | \$180 00 1526 00 |

Total for County, \$1706.

5. COUNTY OF RUSSELL.

|                  |          |
|------------------|----------|
| Cambridge .....  | \$ 30 00 |
| Clarence .....   | 207 00   |
| Cumberland ..... | 313 00   |
| Russell.....     | 217 00   |
|                  | <hr/>    |
|                  | \$817 00 |

6. COUNTY OF CARLETON.

|                             |                   |
|-----------------------------|-------------------|
| Fitzroy .....               | \$388 00          |
| Gloucester .....            | 542 00            |
| Goalbourn.....              | 349 00            |
| Gower, North.....           | 309 00            |
| Huntley .....               | 318 00            |
| March.....                  | 174 00            |
| Mariborough.....            | 263 00            |
| do for Separate School..... | \$16 00           |
| Nepean .....                | 511 00            |
| do for Separate School..... | 18 00             |
| Osgoode.....                | 519 00            |
| Torbolton.....              | 81 00             |
|                             | <hr/>             |
|                             | \$34 00 \$3454 00 |

Total for County, \$3488.

7. COUNTY OF GRENVILLE.

|                              |                   |
|------------------------------|-------------------|
| Augusta.....                 | \$663 00          |
| Edwardsburgh.....            | 611 00            |
| do for Separate Schools..... | \$54 00           |
| Gower, South.....            | 130 00            |
| Oxford on Rideau.....        | 524 00            |
| do for Separate Schools..... | 12 00             |
| Wolford.....                 | 355 00            |
|                              | <hr/>             |
|                              | \$66 60 \$2263 00 |

Total for County, \$2349.

8. COUNTY OF LEEDS.

|                                  |                   |
|----------------------------------|-------------------|
| Bastard.....                     | \$438 00          |
| Burgess, South.....              | 41 00             |
| Crosby, North.....               | 254 00            |
| do South.....                    | 254 00            |
| Elizabethtown.....               | 728 00            |
| Elmsley, South.....              | 168 00            |
| Escott, Front.....               | 191 00            |
| Kitley .....                     | 413 00            |
| Leeds and Lansdowne, Front ..... | 362 00            |
| do do Rear.....                  | 272 00            |
| Yonge, Front.....                | 215 00            |
| Yonge and Escott, Rear.....      | 256 00            |
| do for Separate School.....      | \$13 00           |
|                                  | <hr/>             |
|                                  | \$13 00 \$3592 00 |

Total for County, \$3605.

9. COUNTY OF LANARK.

|                             |         |
|-----------------------------|---------|
| Bathurst.....               | 392 00  |
| Beckwith.....               | 304 00  |
| Burgess, North.....         | 157 00  |
| Dalhousie .....             | 188 00  |
| do for Separate School..... | \$14 00 |
| Darling.....                | 108 00  |

|                        |                   |
|------------------------|-------------------|
| Drummond.....          | \$314 00          |
| Elmsley, North.....    | 187 00            |
| Lanark .....           | 274 00            |
| Lavant .....           | 33 00             |
| Montague.....          | 417 00            |
| Pakenham.....          | 292 00            |
| Ramsay.....            | 491 00            |
| Sherbrooke, North..... | 45 00             |
| do South.....          | 87 00             |
|                        | <hr/>             |
|                        | \$14 00 \$3269 00 |

Total for County, \$3283.

10. COUNTY OF RENFREW.

|                                      |                   |
|--------------------------------------|-------------------|
| Admaston.....                        | \$205 00          |
| Algona.....                          | 50 00             |
| Alice.....                           | 71 00             |
| do for Separate School.....          | \$15 00           |
| Bagot and Blithfield.....            | 138 00            |
| Brougham.....                        | 69 00             |
| Bromley.....                         | 153 00            |
| Brudenell, Raglan and Radcliffe..... | 120 00            |
| Grattan .....                        | 115 00            |
| do for Separate Schools.....         | 35 00             |
| Horton.....                          | 143 00            |
| McNab.....                           | 221 00            |
| Pembroke.....                        | 56 00             |
| do for Separate School.....          | 16 00             |
| Petewawa, Buchanan and McKay.....    | 44 00             |
| Rolph and Wylie.....                 | 30 00             |
| Ross.....                            | 157 00            |
| Sebastopol and Griffith.....         | 70 00             |
| Stafford.....                        | 66 00             |
| Westmeath.....                       | 240 00            |
| Wilberforce.....                     | 154 00            |
|                                      | <hr/>             |
|                                      | \$66 00 \$2102 00 |

Total for County, \$2168.

11. COUNTY OF FRONTENAC.

|                              |                    |
|------------------------------|--------------------|
| Barrie and Clarendon.....    | \$ 55 00           |
| Bedford.....                 | 160 00             |
| do for Separate School.....  | \$42 00            |
| Hinchinbrooke.....           | 91 00              |
| Kennebec.....                | 51 00              |
| Kingston.....                | 527 00             |
| do for Separate School.....  | 23 00              |
| Loughborough.....            | 294 00             |
| Miller and Canonto .....     | 8 00               |
| Olden .....                  | 52 00              |
| Oso.....                     | 41 00              |
| Palmerston .....             | 15 00              |
| Pittsburgh.....              | 523 00             |
| do for Separate School.....  | 4 00               |
| Portland.....                | 340 00             |
| Storrington.....             | 347 00             |
| Wolfe Island.....            | 339 00             |
| do for Separate Schools..... | 93 00              |
|                              | <hr/>              |
|                              | \$162 00 \$2843 00 |

Total for County, \$3005.

12. COUNTY OF ADDINGTON.

|                             |                   |
|-----------------------------|-------------------|
| Amherst Island .....        | \$152 00          |
| Angelsea.....               | 22 00             |
| Camden, East.....           | 739 00            |
| do for Separate School..... | \$22 00           |
| Denbigh and Abinger.....    | 21 00             |
| Ernestown.....              | 568 00            |
| Kaladar.....                | 129 00            |
| Sheffield.....              | 311 00            |
| do for Separate School..... | 40 00             |
|                             | <hr/>             |
|                             | \$62 00 \$1942 00 |

Total for County, \$2004.

13. COUNTY OF LENNOX.

|                            |                 |
|----------------------------|-----------------|
| Adolphustown.....          | \$ 96 00        |
| Fredericksburg, North..... | 249 00          |
| do South.....              | 156 00          |
| Richmond.....              | 414 00          |
|                            | <u>\$915 00</u> |

14. COUNTY OF PRINCE EDWARD.

|                   |                  |
|-------------------|------------------|
| Ameliasburgh..... | \$418 00         |
| Athol.....        | 218 00           |
| Hallowell.....    | 435 00           |
| Hillier.....      | 281 00           |
| Marysburgh.....   | 462 00           |
| Sophasburgh.....  | 342 00           |
|                   | <u>\$2156 00</u> |

15. COUNTY OF HASTINGS.

|                             |          |
|-----------------------------|----------|
| Elzevir.....                | \$157 00 |
| Hungerford.....             | 515 00   |
| do for Separate School..... | \$7 00   |
| Huntingdon.....             | 350 00   |
| Madoc.....                  | 430 00   |
| Marmora and Luke.....       | 179 00   |
| Rawdon.....                 | 430 00   |
| Sidney.....                 | 609 00   |
| Tudor.....                  | 101 00   |
| Thurlow.....                | 581 00   |
| Tyendinaga.....             | 812 00   |
| Hastings Road.....          | 81 00    |

Total for County, \$4312. \$7 00 \$4305 00

16. COUNTY OF NORTHUMBERLAND.

|                             |          |
|-----------------------------|----------|
| Alnwick.....                | \$166 00 |
| Brighton.....               | 445 00   |
| Cramahe.....                | 460 00   |
| Haldimand.....              | 739 00   |
| Hamilton.....               | 757 00   |
| Monaghan, South.....        | 148 00   |
| Murray.....                 | 433 00   |
| Percy.....                  | 402 00   |
| do for Separate School..... | \$19 00  |
| Seymour.....                | 461 00   |

Total for County, \$4030. \$19 00 \$4011 00

17. COUNTY OF DURHAM.

|                 |                  |
|-----------------|------------------|
| Cartwright..... | \$327 00         |
| Cavan.....      | 588 00           |
| Clarke.....     | 789 00           |
| Darlington..... | 829 00           |
| Hope.....       | 795 00           |
| Manvers.....    | 504 00           |
|                 | <u>\$3742 00</u> |

18. COUNTY OF PETERBOROUGH.

|                                  |          |
|----------------------------------|----------|
| Asphodel.....                    | \$349 00 |
| Belmont and Methuen.....         | 82 00    |
| Douro.....                       | 302 00   |
| Dummer.....                      | 252 00   |
| Ennismore.....                   | 103 00   |
| Galway.....                      | 51 00    |
| Harvey.....                      | 43 00    |
| Minden, Stanhope and Dysart..... | 32 00    |
| Monaghan, North.....             | 153 00   |
| Otonabee.....                    | 468 00   |
| do for Separate School.....      | \$27 00  |
| Smith.....                       | 455 00   |
| Snowden.....                     | 22 00    |

Total for County, \$2339. \$27 00 \$2312 00

19. COUNTY OF VICTORIA.

|                          |          |
|--------------------------|----------|
| Anson.....               | \$ 13 00 |
| Bexley.....              | 27 00    |
| Carden.....              | 75 00    |
| Dalton.....              | 7 00     |
| Digby.....               | 10 00    |
| Eldon.....               | 300 00   |
| Emily.....               | 470 00   |
| Fencelon.....            | 254 00   |
| Hindon.....              | 1 00     |
| Laxton.....              | 48 00    |
| Lutterworth.....         | 58 00    |
| Macanlay and Draper..... | 2 00     |
| Mariposa.....            | 660 00   |
| Ops.....                 | 344 00   |
| Somerville.....          | 73 00    |
| Verulam.....             | 185 00   |

\$2527 00

20. COUNTY OF ONTARIO.

|                    |          |
|--------------------|----------|
| Brock.....         | \$555 00 |
| Mara.....          | 235 00   |
| Pickering.....     | 960 00   |
| Rama.....          | 44 00    |
| Reach.....         | 745 00   |
| Scott.....         | 260 00   |
| Seagog Island..... | 93 00    |
| Thorah.....        | 195 00   |
| Uxbridge.....      | 471 00   |
| Whitby, East.....  | 439 00   |
| do West.....       | 425 00   |

\$4422 00

21. COUNTY OF YORK.

|                              |          |
|------------------------------|----------|
| Etobicoke.....               | \$405 00 |
| do for Separate School.....  | \$ 15 00 |
| Georgina.....                | 179 00   |
| Gwillimbury, East.....       | 463 00   |
| do North.....                | 221 00   |
| King.....                    | 895 00   |
| Markham.....                 | 1038 00  |
| Scarborough.....             | 582 00   |
| Vaughan.....                 | 954 00   |
| Whitechurch.....             | 564 00   |
| York.....                    | 1067 00  |
| do for Separate Schools..... | 173 00   |

Total for County, \$6556. \$188 00 \$6368 00

22. COUNTY OF PEEL.

|                             |          |
|-----------------------------|----------|
| Albion.....                 | \$609 00 |
| Caledon.....                | 550 00   |
| Chinguacousy.....           | 827 00   |
| Gore of Toronto.....        | 183 00   |
| Toronto.....                | 789 00   |
| do for Separate School..... | \$24 00  |

Total for County, \$2982. \$24 00 \$2958 00

23. COUNTY OF SIMCOE.

|                             |          |
|-----------------------------|----------|
| Adjala.....                 | \$329 00 |
| Essa.....                   | 348 00   |
| Flos.....                   | 114 00   |
| Gwillimbury, West.....      | 430 00   |
| Innisfil.....               | 540 00   |
| do for Separate School..... | \$8 00   |
| Medonte.....                | 198 00   |
| Mono.....                   | 434 00   |
| Morrison and Muskoka.....   | 35 00    |
| Mulmur.....                 | 217 00   |
| Nottawassaga.....           | 466 00   |
| Orillia and Matchedash..... | 149 00   |
| do for Separate School..... | 18 00    |
| Oro.....                    | 364 00   |

|                             |          |
|-----------------------------|----------|
| Sunnidale .....             | \$118 00 |
| Tay and Tiny .....          | 227 00   |
| Tecumseth .....             | 545 00   |
| Tossoronto .....            | 128 00   |
| Vespra .....                | 119 00   |
| do for Separate School..... | 12 00    |

Total for County, \$4797.

24. COUNTY OF HALTON

|                                      |          |
|--------------------------------------|----------|
| Esquesing, including Georgetown..... | \$868 00 |
| Nassagaweya .....                    | 336 00   |
| Nelson .....                         | 547 00   |
| Trafalgar .....                      | 701 00   |

\$2452 00

25. COUNTY OF WENTWORTH

|                             |          |
|-----------------------------|----------|
| Ancaster .....              | \$605 00 |
| Barton .....                | 337 00   |
| Beverley .....              | 760 00   |
| Binbrooke .....             | 252 00   |
| Flamborough East.....       | 430 00   |
| do for Separate School..... | \$41 00  |
| Flamborough West.....       | 436 00   |
| do for Separate School..... | 21 00    |
| Glanford .....              | 263 00   |
| Saltfleet.....              | 328 00   |

Total for County, \$3473.

\$62 00 \$3411 00

26. COUNTY OF BRANT.

|                     |          |
|---------------------|----------|
| Brantford .....     | \$823 00 |
| Burford .....       | 671 00   |
| Dumfries South..... | 468 00   |
| Oakland .....       | 130 00   |
| Onondaga .....      | 246 00   |
| Tuscarora .....     | 132 00   |

\$2470 00

27. COUNTY OF LINCOLN.

|                             |          |
|-----------------------------|----------|
| Caistor .....               | \$240 00 |
| Clinton.....                | 350 00   |
| Gainsborough.....           | 355 00   |
| Grantham .....              | 267 00   |
| do for Separate School..... | \$44 00  |
| Grimsbly .....              | 360 00   |
| Louth .....                 | 242 00   |
| Niagara.....                | 282 00   |

Total for County, \$2140

\$44 00 \$2096 00

28. COUNTY OF WELLAND.

|                             |          |
|-----------------------------|----------|
| Bertie.....                 | \$320 00 |
| Crowland.....               | 174 00   |
| Humberstone.....            | 304 00   |
| do for Separate School..... | \$60 00  |
| Pelham .....                | 317 00   |
| Stamford.....               | 318 00   |
| do for Separate School..... | 46 00    |
| Thorold .....               | 340 00   |
| Wainfleet .....             | 277 00   |
| Willoughby.....             | 184 00   |

Total for County, \$2340.

\$106 00 \$2234 00

29. COUNTY OF HALDIMAND.

|                             |          |
|-----------------------------|----------|
| Canborough .....            | \$150 00 |
| Cayuga North .....          | 258 00   |
| do South.....               | 112 00   |
| Dunn .....                  | 114 00   |
| Moulton and Sherbrooke..... | 214 00   |
| Oneida .....                | 341 00   |
| do for Separate School..... | \$24 00  |
| Rainham .....               | 253 00   |
| Seneca .....                | 405 00   |

|               |          |
|---------------|----------|
| Walpole ..... | \$581 00 |
|---------------|----------|

Total for County, \$2452.

\$24 00 \$2428 00

30. COUNTY OF NORFOLK

|                             |          |
|-----------------------------|----------|
| Charlottetville .....       | \$417 00 |
| Houghton .....              | 235 00   |
| Middlton .....              | 348 00   |
| Townsend .....              | 699 00   |
| Walsingham.....             | 582 00   |
| Windham .....               | 457 00   |
| do for Separate School..... | \$34 00  |
| Woodhouse .....             | 444 00   |

Total for County, \$3206.

\$34 00 \$3172 00

32. COUNTY OF OXFORD.

|                     |        |
|---------------------|--------|
| Blandford .....     | 239 00 |
| Blenheim.....       | 836 00 |
| Dereham .....       | 657 00 |
| Nissouri East.....  | 418 00 |
| Norwich North ..... | 412 00 |
| do South.....       | 351 00 |
| Oxford North.....   | 212 00 |
| do East.....        | 327 00 |
| do West .....       | 326 00 |
| Zorra East .....    | 540 00 |
| do West.....        | 442 00 |

\$4760 00

32. COUNTY OF WATERLOO.

|                              |          |
|------------------------------|----------|
| Dumfries North.....          | \$499 00 |
| Waterloo North.....          | 476 00   |
| do South.....                | 479 00   |
| Wellesley.....               | 611 00   |
| do for Separate Schools..... | \$95 00  |
| Wilnot .....                 | 672 00   |
| do for Separate Schools..... | 68 00    |
| Woolwich .....               | 630 00   |

Total for County, \$3530.

\$163 00 \$3367 00

33. COUNTY OF WELLINGTON.

|                              |          |
|------------------------------|----------|
| Amaranth .....               | \$143 00 |
| Arthur .....                 | 297 00   |
| do for Separate Schools..... | \$134 00 |
| Eramosa .....                | 432 00   |
| Erin .....                   | 593 00   |
| Garafraxa .....              | 487 00   |
| Guelph .....                 | 370 00   |
| Luther .....                 | 82 00    |
| Maryborough.....             | 376 00   |
| Minto.....                   | 248 00   |
| do for Separate School.....  | 32 00    |
| Nichol .....                 | 253 00   |
| do for Separate School.....  | 34 00    |
| Peel .....                   | 526 00   |
| do for Separate School ..... | 74 00    |
| Pilkington .....             | 248 00   |
| do for Separate School.....  | 32 00    |
| Puslinch .....               | 564 00   |

Total for County, \$4932.

\$313 00 \$4619 00

34. COUNTY OF GREY.

|                                       |          |
|---------------------------------------|----------|
| Artemesia .....                       | \$309 00 |
| Bentick .....                         | 399 00   |
| Collingwood .....                     | 179 00   |
| Derby .....                           | 149 00   |
| Egremont, including Mount Forest..... | 352 00   |
| Euphrasia .....                       | 176 00   |
| Glenelg .....                         | 321 00   |
| do for Separate Schools.....          | \$46 00  |
| Holland .....                         | 260 00   |
| do for Separate School .....          | 18 00    |
| Keppel, Sarawak and Brooke.....       | 71 00    |

|                                  |                 |                  |
|----------------------------------|-----------------|------------------|
| Melancthon.....                  | \$146 00        |                  |
| do for Separate School.....      | 17 00           |                  |
| Normanby.....                    | 424 00          |                  |
| do for Separate Schools.....     | 51 00           |                  |
| Oppey.....                       | 264 00          |                  |
| Proton.....                      | 120 00          |                  |
| do for Separate School.....      | 23 00           |                  |
| St. Vincent.....                 | 359 00          |                  |
| Sullivan.....                    | 186 00          |                  |
| do for Separate School.....      | 22 00           |                  |
| Sydenham.....                    | 336 00          |                  |
| do for Separate School.....      | 26 00           |                  |
| <b>Total for County, \$4259.</b> | <b>\$208 00</b> | <b>\$4051 00</b> |

35. COUNTY OF PERTH.

|                                  |                |                  |
|----------------------------------|----------------|------------------|
| Blanchard.....                   | \$452 00       |                  |
| Downie.....                      | 433 00         |                  |
| Easthope North.....              | 375 00         |                  |
| do South.....                    | 278 00         |                  |
| Ellice.....                      | 273 00         |                  |
| do for Separate School.....      | \$40 00        |                  |
| Elma.....                        | 287 00         |                  |
| Fullarton.....                   | 346 00         |                  |
| Hilbert.....                     | 341 00         |                  |
| Legan.....                       | 271 00         |                  |
| Mornington.....                  | 364 00         |                  |
| Wallace.....                     | 288 00         |                  |
| <b>Total for County, \$3748.</b> | <b>\$40 00</b> | <b>\$3708 00</b> |

36. COUNTY OF HURON.

|                                  |                |                  |
|----------------------------------|----------------|------------------|
| Ashfield.....                    | \$314 00       |                  |
| Colborne.....                    | 224 00         |                  |
| Goderich.....                    | 429 00         |                  |
| Grey.....                        | 295 00         |                  |
| Hay.....                         | 366 00         |                  |
| Hewick.....                      | 270 00         |                  |
| Hullett.....                     | 293 00         |                  |
| do for Separate School.....      | \$31 00        |                  |
| McKillop.....                    | 255 00         |                  |
| do for Separate School.....      | 36 00          |                  |
| Morris.....                      | 279 00         |                  |
| Stanley and Bayfield.....        | 410 00         |                  |
| Stephen.....                     | 314 00         |                  |
| do for Separate School.....      | 25 00          |                  |
| Tuckersmith.....                 | 387 09         |                  |
| Turnberry.....                   | 151 00         |                  |
| Wawanosh.....                    | 378 00         |                  |
| Usborne.....                     | 386 00         |                  |
| <b>Total for County, \$4843.</b> | <b>\$92 00</b> | <b>\$4751 00</b> |

37. COUNTY OF BRUCE.

|                                  |                |                  |
|----------------------------------|----------------|------------------|
| Albemarle.....                   | \$ 6 00        |                  |
| Acabel.....                      | 21 00          |                  |
| Arran.....                       | 306 00         |                  |
| Brant.....                       | 375 00         |                  |
| Bruce.....                       | 270 00         |                  |
| Carriek.....                     | 379 00         |                  |
| Culross.....                     | 248 00         |                  |
| do for Separate School.....      | \$23 00        |                  |
| Elderslie.....                   | 212 00         |                  |
| Greenock.....                    | 194 00         |                  |
| do for Separate School.....      | 27 00          |                  |
| Huron.....                       | 291 00         |                  |
| Kincardine.....                  | 348 00         |                  |
| Kinloss.....                     | 221 00         |                  |
| Saugeen.....                     | 182 00         |                  |
| <b>Total for County, \$3103.</b> | <b>\$50 00</b> | <b>\$3053 00</b> |

38. COUNTY OF MIDDLESEX.

|                              |          |  |
|------------------------------|----------|--|
| Adelaide.....                | \$301 00 |  |
| Bidulph.....                 | 346 00   |  |
| do for Separate Schools..... | \$62 00  |  |
| Carradoc.....                | 453 00   |  |

|                                  |                 |                  |
|----------------------------------|-----------------|------------------|
| Delaware.....                    | \$215 00        |                  |
| Dorchester North.....            | 493 00          |                  |
| Ekfrid.....                      | 308 00          |                  |
| Lobo.....                        | 426 00          |                  |
| London.....                      | 1159 00         |                  |
| McGillivray.....                 | 452 00          |                  |
| do for Separate School.....      | 18 00           |                  |
| Metcalfe.....                    | 209 00          |                  |
| Mosa.....                        | 363 00          |                  |
| Nissouri West.....               | 377 00          |                  |
| Westminster.....                 | 742 00          |                  |
| do for Separate School.....      | 11 00           |                  |
| Williams East.....               | 297 00          |                  |
| do West.....                     | 228 00          |                  |
| do for Separate School.....      | 38 00           |                  |
| <b>Total for County, \$6488.</b> | <b>\$129 00</b> | <b>\$6359 00</b> |

39. COUNTY OF ELGIN.

|                                    |          |  |
|------------------------------------|----------|--|
| Aldbrough.....                     | \$279 00 |  |
| Bayham.....                        | 616 00   |  |
| Dorchester, South.....             | 264 00   |  |
| Dunwich.....                       | 346 00   |  |
| Malabide.....                      | 638 00   |  |
| Southwold.....                     | 656 00   |  |
| Yarmouth.....                      | 739 00   |  |
| <b>Total for County, \$3538 00</b> |          |  |

40. COUNTY OF KENT.

|                                  |                 |                  |
|----------------------------------|-----------------|------------------|
| Camden and Gore.....             | \$329 00        |                  |
| Chatham and Gore.....            | 430 00          |                  |
| Dover, East and West.....        | 318 00          |                  |
| Harwich.....                     | 543 00          |                  |
| Do. for Separate School.....     | \$3 00          |                  |
| Howard.....                      | 468 00          |                  |
| Do. for Separate School.....     | 9 00            |                  |
| Orford.....                      | 306 00          |                  |
| Raleigh.....                     | 362 00          |                  |
| Do. for Separate School.....     | 88 00           |                  |
| Romney.....                      | 56 00           |                  |
| Tilbury, East.....               | 152 00          |                  |
| Zone.....                        | 130 00          |                  |
| <b>Total for County, \$3203.</b> | <b>\$100 00</b> | <b>\$3103 00</b> |

41. COUNTY OF LAMBTON.

|                                         |                |                  |
|-----------------------------------------|----------------|------------------|
| Bosanquet.....                          | \$371 00       |                  |
| Brooke.....                             | 192 00         |                  |
| Dawn.....                               | 87 00          |                  |
| Enniskillen, including Oil Springs..... | 128 00         |                  |
| Euphemia.....                           | 253 00         |                  |
| Moore.....                              | 327 00         |                  |
| Do. for Separate School.....            | \$17 00        |                  |
| Plympton.....                           | 394 00         |                  |
| Sarnia.....                             | 187 00         |                  |
| Sombra.....                             | 188 00         |                  |
| Do. for Separate School.....            | 29 00          |                  |
| Warwick.....                            | 406 00         |                  |
| <b>Total for County, \$2579 00.</b>     | <b>\$46 00</b> | <b>\$2533 00</b> |

42. COUNTY OF ESSEX.

|                                  |                |                  |
|----------------------------------|----------------|------------------|
| Anderdon.....                    | \$173 00       |                  |
| Do. for Separate School.....     | \$7 00         |                  |
| Colchester.....                  | 316 00         |                  |
| Gosfield.....                    | 282 00         |                  |
| Maidstone.....                   | 184 00         |                  |
| Do. for Separate School.....     | 14 00          |                  |
| Malden.....                      | 187 00         |                  |
| Mersea.....                      | 257 00         |                  |
| Rochester.....                   | 161 00         |                  |
| Sandwich, East.....              | 375 00         |                  |
| Sandwich, West.....              | 217 00         |                  |
| Tilbury, West.....               | 142 00         |                  |
| <b>Total for County, \$2315.</b> | <b>\$21 00</b> | <b>\$2294 00</b> |

APPORTIONMENT TO CITIES, TOWNS AND VILLAGES,  
FOR 1865.

|                               | Common<br>Schools. | R.C.Sep.<br>Schools. | Total.   |
|-------------------------------|--------------------|----------------------|----------|
|                               | \$ cts.            | \$ cts.              | \$ cts.  |
| <i>Cities—</i>                |                    |                      |          |
| Toronto .....                 | 3453 00            | 1924 00              | 5377 00  |
| Hamilton .....                | 1908 00            | 383 00               | 2291 00  |
| Kingston .....                | 1180 00            | 469 00               | 1649 00  |
| London .....                  | 1217 00            | 163 00               | 1385 00  |
| Ottawa.....                   | 838 00             | 922 00               | 1760 00  |
|                               | \$5596 00          | \$3866 00            | 12462 00 |
| <i>Towns—</i>                 |                    |                      |          |
| Amherstburgh .....            | \$175 00           | \$101 00             | \$276 00 |
| Barrie .....                  | 175 00             | 80 00                | 255 00   |
| Belleville.....               | 575 00             | 178 00               | 753 00   |
| Berlin .....                  | 203 00             | 31 00                | 234 00   |
| Bowmanville .....             | 326 00             | .....                | 326 00   |
| Brantford.....                | 649 00             | 99 00                | 748 00   |
| Brockville.....               | 363 00             | 130 00               | 493 00   |
| Chatham.....                  | 473 00             | 61 00                | 534 00   |
| Clifton.....                  | 96 00              | 59 00                | 155 00   |
| Cobourg.....                  | 470 00             | 127 00               | 597 00   |
| Collingwood.....              | 166 00             | .....                | 166 00   |
| Cornwall.....                 | 239 00             | .....                | 239 00   |
| Dundas.....                   | 224 00             | 118 00               | 342 00   |
| Galt.....                     | 368 00             | .....                | 368 00   |
| Goderich.....                 | 387 00             | .....                | 387 00   |
| Guelph.....                   | 446 00             | 163 00               | 609 00   |
| Ingersoll.....                | 225 00             | 79 00                | 304 00   |
| Lindsay.....                  | 138 00             | 90 00                | 228 00   |
| Milton.....                   | 108 00             | .....                | 108 00   |
| Napanee.....                  | 173 00             | 34 00                | 212 00   |
| Niagara.....                  | 175 00             | 73 00                | 248 00   |
| Oakville.....                 | 127 00             | 47 00                | 174 00   |
| Owen Sound.....               | 265 00             | .....                | 265 00   |
| Paris.....                    | 233 00             | 51 00                | 284 00   |
| Perth.....                    | 235 00             | 60 00                | 295 00   |
| Peterborough.....             | 336 00             | 141 00               | 477 00   |
| Pictou.....                   | 170 00             | 78 00                | 248 00   |
| Port Hope.....                | 499 00             | .....                | 499 00   |
| Prescott.....                 | 155 00             | 145 00               | 310 00   |
| Sandwich.....                 | 118 00             | .....                | 118 00   |
| Sarnia.....                   | 250 00             | .....                | 250 00   |
| St. Catharines.....           | 470 00             | 284 00               | 754 00   |
| St. Mary's.....               | 333 00             | .....                | 333 00   |
| St. Thomas.....               | 195 00             | .....                | 195 00   |
| Simcoe.....                   | 222 00             | .....                | 222 00   |
| Stratford.....                | 272 00             | 65 00                | 337 00   |
| Whitby.....                   | 287 00             | 36 00                | 323 00   |
| Windsor.....                  | 300 00             | .....                | 300 00   |
| Woodstock.....                | 400 00             | .....                | 400 00   |
|                               | 11026 00           | 2340 00              | 13366 00 |
| <i>Incorporated Villages.</i> |                    |                      |          |
| Arnprior.....                 | \$100 00           | .....                | \$100 00 |
| Ashburnham.....               | 119 00             | .....                | 119 00   |
| Aurora.....                   | 144 00             | .....                | 144 00   |
| Bach.....                     | 90 00              | .....                | 90 00    |
| Bradford.....                 | 115 00             | .....                | 115 00   |
| Brampton.....                 | 195 00             | .....                | 195 00   |
| Brighton.....                 | 141 00             | .....                | 141 00   |
| Caledonia.....                | 138 00             | .....                | 138 00   |
| Cayuga.....                   | 90 00              | .....                | 90 00    |
| Chippewa.....                 | 131 00             | .....                | 131 00   |
| Clinton.....                  | 120 00             | .....                | 120 00   |

|                      | Common<br>Schools. | Separate<br>Schools. | Total.  |
|----------------------|--------------------|----------------------|---------|
|                      | \$ cts.            | \$ cts.              | \$ cts. |
| Colberne .....       | 96 00              | .....                | 96 00   |
| Dunnville.....       | 152 00             | .....                | 152 00  |
| Elora.....           | 125 00             | .....                | 125 00  |
| Embro.....           | 66 00              | .....                | 66 00   |
| Fergus.....          | 113 00             | 21 00                | 134 00  |
| Fort Erie.....       | 63 00              | 21 00                | 84 00   |
| Gananoque.....       | 181 00             | .....                | 181 00  |
| Hawkesbury.....      | 151 00             | .....                | 151 00  |
| Huspler.....         | 72 00              | .....                | 72 00   |
| Holland Landing..... | 88 00              | .....                | 88 00   |
| Iroquois.....        | 74 00              | .....                | 74 00   |
| Kemptville.....      | 128 00             | .....                | 128 00  |
| Kincardine.....      | 117 00             | .....                | 117 00  |
| Lanark.....          | 72 00              | .....                | 72 00   |
| Merrickville.....    | 74 00              | 34 00                | 108 00  |
| Mitchell.....        | 145 00             | .....                | 145 00  |
| Morrisburgh.....     | 102 00             | .....                | 102 00  |
| Newburgh.....        | 140 00             | .....                | 140 00  |
| Newcastle.....       | 123 00             | .....                | 123 00  |
| New Hamburg.....     | 104 00             | .....                | 104 00  |
| Newmarket.....       | 124 00             | 44 00                | 168 00  |
| Orangeville.....     | 96 00              | .....                | 96 00   |
| Oshawa.....          | 183 00             | 58 00                | 241 00  |
| Pembroke.....        | 58 00              | 18 00                | 76 00   |
| Portsmouth.....      | 73 00              | 34 00                | 107 00  |
| Port Dalhousie.....  | 159 00             | .....                | 159 00  |
| Preston.....         | 158 00             | 26 00                | 184 00  |
| Renfrew.....         | 84 00              | .....                | 84 00   |
| Richmond.....        | 61 00              | .....                | 61 00   |
| Smith's Falls.....   | 136 00             | .....                | 136 00  |
| Southampton.....     | 73 00              | .....                | 73 00   |
| Stirling.....        | 90 00              | .....                | 90 00   |
| Strathroy.....       | 90 00              | .....                | 90 00   |
| Streetsville.....    | 88 00              | .....                | 88 00   |
| Thorold.....         | 120 20             | 73 00                | 193 00  |
| Trenton.....         | 110 00             | 57 00                | 167 00  |
| Vienna.....          | 108 00             | .....                | 108 00  |
| Waterloo.....        | 152 30             | .....                | 152 00  |
| Wellington.....      | 82 00              | 15 00                | 97 00   |
| Welland.....         | 87 00              | .....                | 87 00   |
| Yorkville.....       | 188 00             | .....                | 188 00  |
|                      | \$5889 00          | 401 00               | 6290 00 |

SUMMARY OF APPOINTMENT TO COUNTIES FOR 1865.

|                         |         |        |         |
|-------------------------|---------|--------|---------|
| 1. Glengarry .....      | 2272 00 | 265 00 | 2540 00 |
| 2. Stormont.....        | 1943 00 | .....  | 1943 00 |
| 3. Dundas.....          | 2074 00 | .....  | 2074 00 |
| 4. Prescott.....        | 1526 00 | 180 00 | 1706 00 |
| 5. Russell.....         | 817 00  | .....  | 817 00  |
| 6. Carleton.....        | 3454 00 | 34 00  | 3488 00 |
| 7. Grenville.....       | 2283 00 | 66 00  | 2349 00 |
| 8. Leeds.....           | 3592 00 | 13 00  | 3605 00 |
| 9. Lanark.....          | 3269 00 | 14 00  | 3283 00 |
| 10. Renfrew.....        | 2116 00 | 52 00  | 2168 00 |
| 11. Frontenac.....      | 2843 00 | 162 00 | 3005 00 |
| 12. Addington.....      | 1942 00 | 62 00  | 2004 00 |
| 13. Lennox.....         | 915 00  | .....  | 915 00  |
| 14. Prince Edward.....  | 2156 00 | .....  | 2156 00 |
| 15. Hastings.....       | 4305 00 | 7 00   | 4312 00 |
| 16. Northumberland..... | 4011 00 | 19 00  | 4030 00 |
| 17. Durham.....         | 3742 00 | .....  | 3742 00 |
| 18. Peterborough.....   | 2312 00 | 37 00  | 2339 00 |
| 19. Victoria.....       | 2527 00 | .....  | 2527 00 |
| 20. Ontario.....        | 4422 00 | .....  | 4422 00 |
| 21. York.....           | 6368 00 | 188 00 | 6556 00 |
| 22. Peel.....           | 2958 00 | 24 00  | 2982 00 |

|                      | Common Schools. | Separate Schools. | Total.  |                            | Common Schools. | Separate Schools. | Total.    |
|----------------------|-----------------|-------------------|---------|----------------------------|-----------------|-------------------|-----------|
|                      | \$ cts.         | \$ cts.           | \$ cts. |                            | \$ cts.         | \$ cts.           | \$ cts.   |
| 23. Simcoe .....     | 4759 00         | 38 00             | 4797 00 | 41. Lambton .....          | 2533 00         | 46 00             | 2579 00   |
| 24. Halton .....     | 2452 00         | .....             | 2452 00 | 42. Essex .....            | 2294 00         | 21 00             | 2315 00   |
| 25. Wentworth .....  | 3411 00         | 62 00             | 3473 00 | District of Algoma .....   | 218 00          | .....             | 218 60    |
| 26. Brant .....      | 2470 00         | .....             | 2470 00 |                            | 131223 00       | 2586 00           | 133809 00 |
| 27. Lincoln .....    | 2096 00         | 44 00             | 2140 00 |                            |                 |                   |           |
| 28. Welland .....    | 2234 00         | 106 00            | 2340 00 |                            |                 |                   |           |
| 29. Haldimand .....  | 2428 00         | 24 00             | 2452 00 |                            |                 |                   |           |
| 30. Norfolk .....    | 3172 00         | 34 00             | 3206 00 |                            |                 |                   |           |
| 31. Oxford .....     | 4760 00         | .....             | 4760 00 |                            |                 |                   |           |
| 32. Waterloo .....   | 3367 00         | 163 00            | 3530 00 |                            |                 |                   |           |
| 33. Wellington ..... | 4619 00         | 313 00            | 4932 00 |                            |                 |                   |           |
| 34. Grey .....       | 4051 00         | 208 00            | 4259 00 | Counties & Districts ..... | 131297 00       | 2512 00           | 133809 00 |
| 35. Perth .....      | 3708 00         | 40 00             | 3748 00 | Cities .....               | 5596 00         | 3866 00           | 12462 00  |
| 36. Huron .....      | 4751 00         | 92 00             | 4843 00 | Towns .....                | 11026 00        | 2340 00           | 13366 00  |
| 37. Bruce .....      | 3053 00         | 50 00             | 3103 00 | Villages .....             | 5889 00         | 401 00            | 6290 00   |
| 38. Middlesex .....  | 6359 00         | 129 00            | 6488 00 |                            | 156898 00       | 9129 00           | 165927 00 |
| 39. Elgin .....      | 3538 00         | .....             | 3538 00 |                            |                 |                   |           |
| 40. Kent .....       | 3103 00         | 100 00            | 3203 00 |                            |                 |                   |           |

APPENDIX F.

No. 1.—DEPARTMENT OF PUBLIC INSTRUCTION FOR UPPER CANADA.

*Documents furnished Annually by the Educational Department to the School Officers of Upper Canada.*

The following are furnished gratuitously by the Educational Department of Upper Canada to the various school officers, viz. :—

1. *The Journal of Education for Upper Canada* is sent monthly to each of the Trustee Corporations in the rural school sections, to the Boards of Grammar and Common School Trustees, to the Local Superintendents, to the Trustees of each of the Separate Schools, and to each County Clerk and Treasurer, Exchanges. &c., &c.—Total, 5,000 copies.

The *Journal* has been constituted the official medium of communicating all departmental intelligence. It is regularly sent by the publisher, about the first of each month, to the official address of the parties above enumerated. Should they fail in any case to receive it, immediate notification of the fact should be sent to the Education Office. Missing numbers can generally be supplied. To the public, the price is \$1.00 per annum, payable in advance. Back volumes, since 1848 (the first year of its existence), can be furnished on the same terms.

2. *The School Register*, for recording the attendance, recitations and deportment of pupils, are furnished to each of the Grammar and Common Schools, and to the Separate Schools in Upper Canada. Total, about 5,000 copies. The *Registers* are sent annually to the County Clerks for gratuitous distribution, through the Local Superintendents.

*The Trustees' Half-Yearly Reports* are sent every six months—through the Local Superintendents—to the Trustees of each school section. Those for the Grammar Schools and Roman Catholic Separate Schools are sent direct from the Department. Total sent out annually, 10,000 copies.

4. *The Trustees' Blank Annual Reports* are annually sent, through the Local Superintendents, to each of the Trustee Corporations in the rural school sections. Total, about 4,500.

5. *The Blank Annual Reports*, from which the General Annual Report of the Department is compiled, are sent to the Local Superintendents and Boards of Common School Trustees, and Boards of Grammar School Trustees. Total number sent out annually, 600 copies.

6. *Auditors', Treasurers' and Sub-Treasurers' Returns* are sent to about 500 of those officers, to be filled up and returned.

7. *The Chief Superintendent's Annual Report* to His Excellency the Governor General, printed by order of the House of Assembly, is also sent to each of the rural Trustee Corporations; to the Boards of Common School Trustees in cities, towns and villages; to

Boards of Grammar School Trustees; to Boards of Public Instruction; to Local Superintendents and to Separate School Trustees, besides copies to other parties. Total number sent out annually, about 4,500.

8. *Various forms.*—Forms are also sent from time to time to Superannuated Teachers, Trustees (for maps), Normal School Students, &c. About 800 copies.

Letters received and sent out by the Department:—

|                            | 1852             | 1853 | 1854 | 1855 | 1856 | 1857 | 1858 | 1859 | 1860 | 1861 | 1862 | 1863 | 1864 |
|----------------------------|------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Number of letters received | 29 <sup>96</sup> | 4015 | 4920 | 5338 | 5739 | 6294 | 6431 | 6465 | 7121 | 7215 | 6495 | 6365 | 6655 |
| Average number per week    | 57               | 77   | 95   | 102  | 110  | 121  | 124  | 125  | 137  | 138  | 126  | 122  | 128  |
| Number of letters sent out | 1430             | 1936 | 2581 | 3764 | 3966 | 3542 | 4627 | 5823 | 6015 | 5656 | 4955 | 5054 | 5415 |
| Average number per week    | 27               | 37   | 50   | 72   | 77   | 68   | 88   | 112  | 116  | 108  | 95   | 97   | 104  |

*Recapitulation.*—The number of copies prepared, or printed, and sent out annually from the Educational Department for Upper Canada.

|                                                     | Copies. |                                             | Copies |
|-----------------------------------------------------|---------|---------------------------------------------|--------|
| 1. Journal of Education.....                        | 5,000   | 7. Chief Superintendent's Report.....       | 4,500  |
| 2. School Registers.....                            | 5,000   | 8. Various Forms, about.....                | 800    |
| 3. Trustees' Blank Half-Yearly Reports.....         | 10,000  | 9. Letters, &c., sent out and received..... | 12,100 |
| 4. Trustees' Blank Annual Reports.....              | 4,500   | 10. Circulars, about.....                   | 800    |
| 5. Local Superintendent's Blank Annual Reports..... | 600     |                                             |        |
| 6. Auditors' and Treasurers' Blank Returns..        | 500     | Grand Total per year.....                   | 43,800 |

No. 2.—COMMUNICATIONS TO THE DEPARTMENT OF PUBLIC INSTRUCTION FOR UPPER CANADA.

THE POSTAGE LAW AND THE DEPARTMENT OF PUBLIC INSTRUCTION FOR UPPER CANADA.

1. As but few parties in correspondence with the Educational Department comply with the new postage law, in the pre-payment of the letters (thereby increasing the postage charged by nearly 50 ¢ cent.), the effect has been to swell, unduly this item of the contingencies of the Department. It may be that this omission arises from the impression that the official correspondence of the Educational branch of the public service, like that of the Cabinet Executive Departments, goes free. But this is an entire mistake; as the Educational Department forms an exception, and its contingent expenses are proportionably increased by a charge from which the other Public Departments of a similar character are exempt. We would suggest, therefore, in future, that all correspondence with the Department be pre-paid (as it is on letters, &c., going from the Department), and that thinner paper be used in all cases. Several letters—occupying but one page—have been received, written on large, thick paper, and embracing four pages. Foolscap paper should be used where practicable, and only such portions of it sent as may be written on: all other portions have to be cut off when the letter is filed in the Department.

PRE-PAYMENT OF POSTAGE ON BOOKS AND PARCELS.

2. According to the postage law, the postage on all books, parcels, printed circulars, &c., sent through the post, must be prepaid by the sender, at the rate of one cent ¢ ounce. Local Superintendents and teachers ordering books from the Educational Depository, will, therefore, please send such additional sum for the payment of this postage—at the rate specified—as may be necessary.

REGULATIONS IN REGARD TO GRAMMAR AND COMMON SCHOOL RETURNS.

All official returns to the Chief Superintendent or a Local Superintendent, which are made upon the printed blank forms furnished by the Educational Department, should be prepaid one cent, and open at each end, so as to entitle them to pass through the post as printed papers. No letters should be enclosed with such returns.

COMMUNICATIONS TO THE EDUCATIONAL DEPARTMENT FOR UPPER CANADA.

1. *Appeals to the Chief Superintendent of Education.*—All parties concerned in the



operations of the Grammar and Common School Law have the right of appeal to the Chief Superintendent of Education, and he is authorized to decide such questions as are not otherwise provided for by law. But, for the ends of justice, to prevent delay and save expense, it will be necessary for any party thus appealing: 1st. To furnish the party against whom they may appeal with a correct copy of their communication to the Chief Superintendent, in order that such party may have an opportunity of transmitting any explanation or answer deemed expedient: 2nd. To state expressly, in the appeal, that the opposite party has been thus notified; as it must not be supposed that the Chief Superintendent will decide, or form an opinion on any point affecting different parties, without hearing both sides—whatever delay may at any time be occasioned in order to secure such hearing. Application for advice in Common School matters should, in all cases, be first made to the Local Superintendent having jurisdiction in the Municipality.

2. *The Journal of Education* having been constituted, by His Excellency the Governor General in Council, the official medium of communicating all Departmental intelligence and information, parties should refer to its pages on matters relating to the apportionment, blank reports, Depository, Normal Schools, &c.

3. *Communications generally.*—The parties concerned are left to their own discretion as to the forms of all communications relating to Schools, for which specific instructions are not furnished by the Department, but they are requested to use large-sized or foolscap paper. In all communications, however, the number of the School Section, and the name of the Township and Post Office, with the official title of the writer, should be given; and also, the number and dates of any previous correspondence on the same subject.

4. *Communications with the Government relating to Schools* should be made through the Educational Department, Toronto, as all such communications not so made are referred to the Chief Superintendent of Education, to be brought before His Excellency through the proper department, which occasions unnecessary delay and expense.

5. *Communications relating to the Journal of Education; to the Educational Depository; to the Public Libraries; or to the Superannuated Teachers' Fund, School Accounts, Poor Schools, &c.,* should be written on separate sheets from letters of appeal, or on legal questions, in order that they may be separated and classified.

## LOCAL SUPERINTENDENTS OF SCHOOLS IN UPPER CANADA.

### No. 1.—SUMMARY OF MUNICIPALITIES AND SCHOOL SECTIONS IN UPPER CANADA.

|                                  | School Sections, 1864. |
|----------------------------------|------------------------|
| 1. 418 Townships.....            | 4070                   |
| 2. 5 Cities.....                 | 52                     |
| 3. 39 Towns.....                 | 105                    |
| 4. 52 Incorporated Villages..... | 80                     |
| 514 Total.....                   | 4307                   |

### No. 2.—STATEMENT OF THE RELIGIOUS PERSUASIONS OF THE LOCAL SUPERINTENDENTS OF SCHOOLS WHO ARE CLERGYMEN.

|                        |                                      |                         |     |
|------------------------|--------------------------------------|-------------------------|-----|
| Church of England..... | 40                                   | Congregationalists..... | 3   |
| do Rome.....           | 9                                    | Methodists.....         | 52  |
| Presbyterians.....     | 71                                   | Not ascertained.....    | 5   |
| Baptists.....          | 10                                   |                         |     |
|                        | Clerical Superintendents.....        |                         | 163 |
|                        | Lay do and those not reported.....   |                         | 197 |
|                        | Total number of Superintendents..... |                         | 360 |

## RETURN

Of BONDS and SECURITIES recorded between the 19th day of  
January and the 8th day of August, 1865.

—

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

# RETURN

To an Address of the Honorable the Legislative Assembly of the 14th August, 1865, asking for Copies of all Papers connected with the Postal Subsidy to Grand Trunk and other Railway Companies.

By Command.

WM. MACDOUGALL,

Secretary.

SECRETARY'S OFFICE,  
23rd August, 1865.

NORTHERN RAILWAY OF CANADA,  
Quebec, 3rd July, 1865.

SIR,—Referring to the negotiations which have arisen from the report of the Postal Commissioners, and from your report thereon to His Excellency the Governor General in Council, dated 7th April, 1865, and especially to the discussions had at our recent interviews in relation to the future mail service to be rendered by this Company, and to the payment to be made by the Post Office for the same, under a contract which I understand it to be your wish to conclude for a term of years. I now have the honor to submit that although I cannot recognize the justice of that recommendation of the Commissioners which proposes a smaller rate of mileage payment (viz., eight cents) to short lines than is proposed for the longer railways (viz., nine cents to the Great Western, and ten cents to the Grand Trunk), and whilst I respectfully suggest that such a proposal is wholly opposed to established railway practice, which everywhere and on all descriptions of service attributes less cost and lower rates proportionately to long than to shorter transport; yet being desirous of meeting your wish that the future service and rate of payment should be exactly defined and determined, and despairing of any immediate corrective of the recommendation of the Postal Commissioners above referred to, I am prepared on behalf of this Company to accede to your propositions, which, in view of our recent discussions, I now understand to be as follows:—

1. That a contract shall be entered into for the mail service to be rendered by this Company over their line between Toronto and Collingwood inclusive of the Bell Ewart and Barrie branches, the length of line being for the summer service (say 209 days) 97½ miles inclusive of both branches, and for winter service (say 104 days) 95½ miles exclusive of Bell Ewart branch, Lake Simcoe navigation being closed, and that such contract shall be made for the period of four years dating from 1st July, 1865.

2. That such contract shall provide for a double mail service over the whole line per day by passenger trains, *i.e.*, by two passenger mail trains each way per day, having morning and evening departures and arrivals at both termini.

3. That such trains shall stop at all such stations as may be designated by the Post Office.

4. That the Post Office shall have the right to use every other passenger train which may be run by the company during the period of the contract; and that the company shall attach to every other such passenger train a post office car, to be run therein, if required thereto by the Post Office.

5. That the Post Office compartments shall, when so directed by the Post Office, consist of a space of sixteen feet long by the width of the car, to be fitted up according to a specification to be furnished by the Post Office, and comfortably heated and lighted.

6. That officers of the Post Office, travelling on duty, shall, when provided with "trip passes," signed by the Postmaster General, the Deputy Postmaster General, or the P. O. Inspector of the District, be carried in the Post Office compartment free of charge; and that Free Annual Passes be issued to the chief officers of the Department as heretofore.

7. That when necessary to ensure direct connections with mail trains on other lines of

Railway, the Post Office shall have the right to direct the hours of arrival and departure of the regular mail trains herein provided for, within a limit of one hour.

8. That, in the event of the company desiring to reduce the winter train service by superseding the second passenger mail trains by "mixed" mail trains in lieu thereof, then the rate payable by the Post Office for such second service by mixed trains shall be reduced to the equivalent of six cents per train mile run thereby; and the time-tables governing such mixed mail trains shall be subject to the approval of the Post Office; but no such reduction of service or rate shall be made in any other than the months of December, January, February, and March in each year.

9. The rate to be paid for the above described double service by passenger trains, shall be equivalent to eight cents per mile run per passenger mail train, or say \$9674.00 for the complete service, subject to the reduction provided for under clause 8.

10. Accounts to be rendered by the Company, and payments made quarterly by the Post Office, at the Post Office quarterly periods.

With reference to that clause of the Postal Commissioners' Report recommending that the rate of \$50.08 per mile of road per annum, be allowed to this Company from the 18th September, 1858, I have the honor to state that, making up the account to the 1st July instant, the sum of \$12,968.08 would now appear to be due in full settlement of all claims of this Company to that date, and I beg accordingly to request that you will be pleased to authorize that sum to be carried to the credit of the Company, in its interest account with the Government.

(Signed,)

FRED. CUMBERLAND,  
Mang. Director, N.R.C.

The Hon. the Postmaster General,  
Quebec.

*Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor General in Council on the 13th July, 1865.*

On a memorandum from the Hon. the Postmaster General, submitting a communication from Frederick Cumberland, Esquire, Managing Director of the Northern Railroad Company, dated Quebec, 3rd July, 1865, proposing to contract with the Post Office for four years from 1st July, 1865, for the conveyance of the mails over that Railway, twice a day each way, by passenger trains, on the terms and conditions therein expressed; giving Post Office, besides the regular twice a day service, a right to use all other passenger trains, with other advantages and beneficial stipulations in the interest of the Post Office Service. The compensation to be at the rate of eight cents per train mile, recommended by the Postal Commissioners, equivalent to \$9,674 per annum, for the double service.

That this road runs through an important line of country, and carries large and valuable mails. The length of the main line from Toronto to Collingwood is 94 miles and there are small extensions or side lines to Barrie and Bell Ewart, counted by Mr. Cumberland as equivalent to 3½ miles.

Mr. Cumberland, with reference to the recommendation of the Postal Commissioners, that the rates named by them should, in the case of the Northern Railway, extend back to September 1858, includes in his communication a computation of the amount of arrears which would thus be due to the Northern Railway, to 30th June, 1865, namely \$12,968.08, which appears to be correct, and proposes that this claim should be liquidated by carrying the amount to the credit of the company in its interest account with the Government.

Conceiving these arrangements to be a satisfactory settlement of relations between this railway and the Post Office, the Postmaster General desires to recommend them for the approval of Your Excellency in Council.

The Committee concur with the Hon. the Postmaster General in recommending the arrangements above proposed for Your Excellency's sanction.

(Certified.)

(Signed,) WM. H. LEE, C. E. C.

The Honorable  
The Postmaster General.

*Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Governor General in Council on the 21st August, 1865.*

The Committee have had under consideration the annexed report of the Honorable 21st August, 1865. the Postmaster General, submitting, for Your Excellency's approval, a 16th August, 1865. memorandum of agreement made between him and Mr. Swinyard, acting on behalf of the Great Western Railway Company, on which it is proposed to found a contract for the performance of the Postal Service by that company, and requesting authority to conclude a contract with them in accordance with the conditions of the said memorandum of agreement, which, with the said report, is hereunto annexed.

The committee advise that authority be given to the Honorable the Postmaster General to enter into a contract with the said company, in accordance with the terms of agreement so settled between him and Mr. Swinyard, and detailed in the memorandum submitted.

[Certified.]

(Signed,)

W. M. H. LEE,

C. E. C.

POST OFFICE DEPARTMENT,

QUEBEC, 21st August, 1865.

The Postmaster General has the honor respectfully to submit to His Excellency the Governor General in Council that, under the authority of the Order in Council of the 8th April last, he has agreed upon the terms of a contract with the Great Western Railway Company, for the conveyance of the mails over their road for the ordinary contract period of four years, from the first September, 1865, and including a settlement of the claims arising upon the Mail Service performed by that Company between October, 1858, and September, 1865, the whole as expressed in the accompanying memorandum of agreement, dated Quebec, 16th August, 1865, and signed by Mr. Swinyard, on behalf of the Company.

This agreement is based upon the recommendations of the Railway Commissioners with respect to this Railway both as regards the future and the past.

The service stipulated for in the new contract, as in the case of the contract with the Grand Trunk, will, in addition to a full specified service, include the right to use all passenger trains for mail transmissions, will provide for a superior description of post office car, and will give the post office a measure of control over the exchange of mails at such stations on the line as may suit the post office service.

The side service, as required to be performed under the classification and regulations of the post office, is to be assumed by the railway.

The price to be paid from 1st September, 1865, is \$124 per mile of railway per annum for the whole service, which as the side service is equivalent at present cost to the post office to a rate of \$20 per railway mile, would include \$104 per mile of railway per annum, as the rate of payment for the train service.

For the time anterior to September 1865, running back to October 1858, when the last settlement upon terms mutually consented to was come to, the allowance now agreed upon is to be \$100 per mile of railway per annum, which corresponds with the claim originally made by the Great Western and allowed by Government up to October 1858, and will not exceed the amount which the Commissioners recommended should be allowed in satisfaction of the equitable claims of the company for the services of the past seven years.

The amount thus accruing, prior to September, 1865, is to be applied to the reduction of the indebtedness of the Great Western Railway to the Province.

Believing this agreement to embrace the main points of a satisfactory arrangement as respects this railway, the undersigned begs that he may be authorized to conclude a contract with the Great Western Railway Company in accordance with the conditions of the memorandum of agreement attached hereto.

The whole nevertheless respectfully submitted.

(Signed,)

W. P. HOWLAND,

Postmaster General.

*Memorandum of Agreement made between the Postmaster General and Mr. Swinyard, acting on behalf of the Great Western Railway.*

1. The Great Western Railway Company, to enter into a contract for a period of four

years from the 1st of September, 1865, to perform mail service as follows (Sundays excepted) :—

- A treble service daily each way, with post office car, between Toronto and Hamilton.
- A double service daily each way, with post office car, between Clifton and Windsor.
- A single service daily each way, with post office car, between London and Sarnia.
- A double service daily each way, with post office car, between Guelph and Harrisburg.

2. Upon all branches, one train at least to be run each way daily (Sundays excepted), stopping at all stations.

3. In addition to the above, the Post Office to have the use of every other passenger train which may be run by the company during the contract ; and the company to attach a post office car to each train if required thereto by the Post Office.

4. The accommodation or local trains of the company by which mail bags may be conveyed or sent shall stop at such stations for postal purposes as may be designated by the Post Office.

The service to be so performed as to give at least one delivery and exchange of mails each way daily (Sundays excepted) at every station on the line, and mails to be delivered and exchanged at any station at which any trains may stop.

5. The Post office compartment to consist of a space of sixteen feet long by the width of the car, to be fitted up according to a specification to be furnished by the Post Office and comfortably heated and lighted.

6. The officers of the Post Office to be carried in the Post Office compartment free of charge, and free passes to be issued as heretofore.

7. The side service, as specified in the memorandum furnished by the Post Office, to be performed by the company, including the carriage of mails between all stations terminal or otherwise and the various Post Offices specified, and is to be performed under the present classification and regulations of the Post Office unless altered under the direction of the Postmaster General.

8. The amount to be paid for the above described services to be at a rate of one hundred and twenty-four dollars per mile of railway per annum, upon a railway mileage of 356½ miles as follows, on which this agreement is based, namely :—

|                            | MILES. |
|----------------------------|--------|
| Toronto and Hamilton.....  | 39     |
| Clifton and Windsor.....   | 229    |
| London and Sarnia.....     | 61½    |
| Guelph and Harrisburg..... | 27½    |
|                            | 356½   |

9. Payments to be made quarterly at post office quarterly periods.

10. In settlement of all claims by the Great Western Company for past services up to this described contract of 1st September, 1865, a payment at the rate of one hundred dollars per mile of railway is to be allowed by the post office.

11. Any amount accruing upon this basis to be applied in payment of the indebtedness of the Company to the government.

(Signed.)

W. P. HOWLAND, P.M.G.,  
THOS. SWINYARD, Great Western Railway.

Quebec, Aug. 16th, 1865.

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# REPORT

OF THE

# RAILWAY POSTAL SERVICE

COMMISSIONERS.

—  
PRESENTED TO BOTH HOUSES OF PARLIAMENT BY COMMAND  
OF HIS EXCELLENCY THE GOVERNOR GENERAL.  
—



OTTAWA:  
PRINTED BY HUNTER, ROSE & CO.  
1866.

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## REPORT.

TO HIS EXCELLENCY THE RIGHT HONORABLE CHARLES STANLEY,  
VISCOUNT MONCK, GOVERNOR GENERAL OF BRITISH NORTH  
AMERICA, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY:

The Commissioners appointed to enquire into the payments to be made for "Postal Service by Railway," beg to lay before Your Excellency their Report, together with the Minutes of their Proceedings; and, appended thereto, the Claims made on behalf of the several Railway Companies,—the Replies thereto by the Deputy Postmaster General,—and the Evidence taken under the Commission.

The Commissioners are directed to enquire—

*First.*—Into the adequacy of payment provided for the Postal Service by Railway, from the day of the date of an Order of the Executive Council of the 18th day of September, 1858, up to the passage of an Order of the said Council of the 12th day of August, 1863, in the case of the Grand Trunk Railway, and of any other Railways which may have formally protested against the sum allowed by the Order of 1858, is insufficient;

*Secondly.*—Into the adequacy of the payments allowed under the said Order in Council of the 12th day of August, 1863, up to the 14th day of November, 1864, and,

*Thirdly.*—Into the amount which should be allowed during the period of three years commencing from the 14th day of November, 1864, for Postal Service, either as the same is now performed, or with agreements for Special Service, or with agreements for Side Service, or with any other changes required by the Post Office Department for the benefit of the Public Service.

The Deputy Postmaster General, in concluding his reply to the case submitted to the Commissioners by the Grand Trunk Railway Company, said: "The Postal rate should be in the shape of a Tariff of so much per train mile for the appropriation to the Post Office of such space as it requires in the ordinary Passenger trains—the rate being fixed for a certain specific extent of space, so many feet in the length of the car by the whole width, with a provision that, if the Post Office takes more or less than that extent of space, the rate will increase or diminish in like proportion.

"The tariff, to be comprehensive, should (like the Order in Council of September, 1858, which in that respect remains in force as regards all Railways) make a provision for the payment of a certain rate per cwt. per train mile, for the mail bags sent in charge of a Railway Company's servants as ordinary baggage, without any special appropriation of space.

"The Department has not considered it desirable that what is known as the Side Service, for the conveyance of the mails by stage, horse or foot messenger, between the Railway Stations and the neighbouring Post Offices, should be intrusted to the Railways. The Post Office would prefer to retain a direct supervision over the performance of that, as of all other descriptions of ordinary Mail contract Service."

The language of the Commissioner being ambiguous, and the Memorandum of the Deputy Postmaster General appearing to conflict with the views of the Government as expressed in the Order in Council of the 12th August, 1863, the Commissioners found it necessary to apply to the Postmaster General for instructions, and they caused a letter to be addressed to him on the 11th of February, 1865, begging to be informed whether it

was the intention of Her Majesty's Government that they should confine themselves to fixing a rate for the use of *ordinary trains*, or should fix a rate for *continuous service*, as was done by the Order in Council of August, 1863.

In reply to that letter the Commissioners were furnished with a Minute of the Executive Council, dated the 16th March, 1865, approving a memorandum in which the Postmaster General submitted, that "the views of the Post Office Department as to the description of Railway Postal Service for which the Postmaster General considered it to be desirable that the Commission should fix a value, had been given to the Commissioners in the Post Office Memorandum laid before them by the Deputy Postmaster General, and that the Department adhered to those views, but did not propose to recommend that the Government should limit the Commissioners in coming to any decision on the subject of the Railway postal rate, within the powers granted by the Commission.

These instructions are not so explicit as the Commissioners could have wished, but, acting upon what they suppose to have been intended, the Commissioners have confined themselves to fixing a rate for the use of ordinary trains. that is, such trains as the companies run for their own purposes.

The Commissioners have taken every pains to arrive at a just solution of the questions submitted to them. They have exhausted all the information upon the subject within their reach, and have carefully considered the evidence laid before them. But these questions are obviously, from their very nature, incapable of demonstration. Exact justice is therefore impossible, and the Commission have not the hope that their conclusions will meet with universal acceptance. But as the Legislature has devolved upon Your Excellency in Council, the duty of fixing the price to be paid to the Railway Companies of this Province, for the services to be performed by them for the Government, the Commissioners have felt it right to make in every case a liberal allowance for such services.

Before they state their own conclusions, it may be useful to advert briefly to the grounds upon which several of the Railway Companies, and especially the Grand Trunk Railway Company, have advanced claims which the Commissioners feel that they cannot in justice admit.

Mr. Brydges, in his Memorandum on behalf of the Grand Trunk Railway Company, dwells at length upon certain circumstances in the formation of that Company, and upon the difficulties in carrying out their undertaking, as matters which ought to influence the rate to be paid for the work performed by the Company for the Government.

The Commissioners cannot agree in that view of the case. They have felt themselves precluded, under the circumstances, perhaps wrongly, from taking into account the large advances made by the Government of Canada to the Grand Trunk Railway Company. But if that consideration be properly excluded, they are very clear that there is nothing in the facts urged by Mr. Brydges, which should influence their judgment in determining the question submitted to them.

The high prices paid in many cases in Great Britain and Ireland are much insisted upon as justifying the claims advanced by the Grand Trunk and other Railway Companies in this Province for Postal Service. But that argument is not entitled, in the opinion of the Commissioners, to any weight whatever. In all those cases the high prices named are for Post Office trains; that is for trains in respect of which the Postmaster General prescribes the hour of departure, the speed, and the places to be served. This fact alone would of itself demonstrate the futility of any arguments based upon the price paid to "notice trains" in Great Britain. But there exist, besides, special reasons, in many of the cases referred to, which it would be too tedious to enumerate. The Great Southern and Western Railway of Ireland, for instance, is mentioned; on which road the rate is 4s. 6d. sterling per mile; the highest price paid on any Railway in Great Britain or Ireland, with the exception perhaps of the Chester and Holyhead line. Mr. Brydges attributes the high price paid on the Irish lines to the paucity of passenger traffic, and thinks that, in that respect, there is a parallelism between the Canadian and the Irish lines, although in other respects he thinks the Grand Trunk entitled to a still higher rate of payment. The Commissioners cannot agree in any part of that argument. The truth is that, the greater the amount of traffic, the greater must be the danger of interference, and, consequently, the higher must be the price paid for a notice train. The high price paid to the Great Southern and Western is plainly attributable to the fact that at the time the night mail was

established on that line, the road was closed during the whole night. But to meet the requirements of the Postmaster General, the road had to be kept open from 5 o'clock in the evening until 9 in the morning, a circumstance which goes far to justify the high price awarded. In like manner, the South Western Company is paid 3s. 6d per mile, for the train which carries the Indian Mail to London, on the arrival of the Peninsular and Oriental packets at Southampton. but then, that is exclusively a Post Office train, and carries no passengers whatever. But apart from the special considerations just alluded to, which might be multiplied indefinitely, the Commissioners are clear that the service performed in Great Britain and Ireland, by trains under notice, bears no analogy whatever to the service to be performed here by the ordinary trains of the various Companies, run for their own purposes, and without any interference on the part of the Post Office Department.

It is argued however that the rates paid in the United States for Postal Railway service afford a safe precedent in determining the rates which should fairly be paid in this Province. In one respect the rates paid in the United States do afford a safer precedent, than those paid in Great Britain, because in the former country, the general rule is to make use of the ordinary trains of the railway companies, while in the latter that is the exception. But on the other hand the rates paid in the United States vary from \$20 per mile, which the Commissioners believe to be the lowest, up to \$375, which is perhaps the highest; and this endless variety of rate depends, as successive Postmasters have complained, on no settled principle. Now, had the matter rested there, the impossibility of deriving any assistance from such a mass of incongruous rates, said by those most capable of forming an accurate judgment to depend on no settled principle, would have been apparent. To obviate the force of this fact, and to shew that the rates paid on the more important routes in the United States, should be paid to the Grand Trunk Company, Mr. Brydges states in his Memorandum, "that in the United States the distributing mails *are carried upon one train*, stopping at each station, and which distributes the mails upon the way in a car specially fitted up for the purpose; that is the only distributing car that is run upon any American Railway; it is only run once each way during the day time, *and it is for that service that the rate of payment is made.*" This statement is reiterated by Mr. Brydges in his evidence, as may be seen by a reference to question ninety-six, and had the fact been as there alleged, the argument deduced from it would no doubt have had great weight. But the inaccuracy of Mr. Brydges' statement is clearly demonstrated by Mr. Griffin, (whose thorough acquaintance with the subject cannot be doubted,) in his answer to question three hundred and nineteen. Apart, however, from this general statement of the nature of the Railway Postal Service in the United States, the facts in relation to several important railways, in regard to which evidence has been obtained, lead conclusively to the same result. It will be observed from Mr. Brydges' evidence, (see from question 100 to 120,) that he had no accurate knowledge as to the service performed by the principal railways in the United States. On enquiry it was found that on the New York Central, a case much insisted upon, there were three services each way daily, and one on Sunday; and that the average daily weights of mails passing over that road from Albany, during the first week of the present month, was, *by post office car*, 175 lbs., whilst by the other five trains there passed no less than 7264 lbs. The facts in relation to the service performed by the Washington and Baltimore, the Baltimore and New York, and the Baltimore and Philadelphia roads, are stated by Mr. Griffin in answer to question 320. He says: "Between Washington and Baltimore, the service is stated by the United States Post Office at four daily services each way, on week days, and twice each way on Sunday. Between Baltimore and New York there are three daily services each way on week days, and one on Sundays. Of these services one is a way office distributing service by day trains, with car space appropriated to the Post Office of about 20 feet in length; a second service is by a car 47 feet long, specially appropriated to the Post Office, for the purpose of sorting mails therein; the other services are through bag services, in charge of the railway, without special appropriation of space, other than that all the accommodation required should be given."

The facts in relation to other roads may be found in the evidence, and taken together, they demonstrate, as the Commissioners think, that the rates paid on the principal lines in the United States, afford no guide as to the rates which should be paid in this Province; and if these lines, taken separately, fail to furnish a safe guide, the Commissioners think

that to attempt to fix a rate by striking an average, in the way suggested by Mr. Brydges, would be palpably erroneous.

It is said, in the next place, that the compartments assigned to the Post Office, would contain 15 passengers, and that the Department which occupies that space, exclusively, should pay a sum equivalent to the fare of 15 passengers for each trip, a sum equal to about \$450 per mile of railway per annum. But that argument appears to the Commissioners wholly inadmissible, first, because mail bags are not passengers, but freight; and, secondly, because the carriage of the mails does not, as a matter of fact, exclude a single passenger.

Upon the whole, the Commissioners think that mail matter must be regarded as being, what it really is, freight, and that the Post Office Department, requiring a space capable of containing  $3\frac{1}{2}$  tons of freight, must pay for that weight at the same rate that the public would have to pay for the like accommodation.

The question then arises at what rate would the public be charged for this, or an analogous service. It is argued, that mail matter is the most precious description of freight, and should be paid at first class, or, as some contend, at double first class rates. But the Commissioners are clear, that, for the purpose of fixing a tariff, it must be regarded as the least expensive description of freight. It cannot be regarded as first class freight, by reason of its peculiar bulk, or weight or value. Not by reason of its bulk, because the Post Office is charged for all the space it requires, and the postal matter must be contained within that space. Its weight is notoriously, often ridiculously, below the weight paid for. And being carried in charge of the servants of the Post Office, the responsibility of the Company, on the ground of peculiar value, is reduced to a minimum. In the opinion of the Commissioners, mail matter must be regarded as through freight, as to which the Company is relieved of every expense beyond the mere cost of moving.

The importance of the consideration just adverted to, is very clearly pointed out by Mr. Shanly in his evidence. Being asked at question 458, whether  $3\frac{1}{2}$  cents per mile, the price paid by the Express Company, per train mile, for the use of a third of a car, agreed with his high estimate as to the carriage of first class freight by passenger trains; his reply is, "I think it does, *they do all their own business, we have no responsibility or labor connected with it except hauling the train over the road,*"—now that is a very exact description of the service performed for the Post Office.

Regarded therefore as freight, moved at freight train speed, the Commissioners entertain no doubt that five cents per train mile would be a very fair compensation for the space required by the Post Office, namely, one third of a car, equivalent to a weight of three and one third tons, upon any of our Canadian Railways.

Assuming that to be the value of the service performed, at freight train speed, it becomes necessary to determine the amount to be paid for the extra cost of carriage, at passenger speed, which, in this country, is less than double freight train speed. Now Messrs. Holley and Colburn, in their book upon Railways, estimate the extra cost of operating on passenger trains, at double the speed of a freight train, at forty per cent.

Captain Huish, a gentleman of large experience, who was not likely to concede any point unfavorable to Railways, makes this statement in the case submitted by him on behalf of the Lancaster and Carlisle Railway; "The goods trade, on the Lancaster and Carlisle line, is principally through trade. The wagons are received at Carlisle and Lancaster respectively, and are merely passed along the Railway at very slow speeds and at times suiting, as far as the passage of the mail trains will allow, in every way the convenience of the Company. Thus the mileage expenses of working the slow goods train cannot be by any means so great as that of working the quick Passenger Trains. *The difference of expense is estimated after a most careful investigation by competent parties at 49 per centum against Passenger Trains.*"

Messrs. Brydges and Shanly, in their examination, before this Commission, give 50 per cent. as the extra cost of double speed.

The Commissioners have no wish to press this evidence unduly. They propose therefore to add 60 per cent. for quick train and 20 per cent. for slow; and they believe that the amount thus arrived at, namely: six cents per train mile, for mixed trains, and eight cents. per train mile, for quick passenger trains, may be considered a liberal compensation

for the service at present required by the Post Office, on the ordinary railroads of the Province.

The Commissioners are of opinion however that all the Railways in the Province ought not to be placed upon the same footing, they think it just that the Great Trunk lines, over which the great bulk of the correspondence of the country passes, and without which, the present postal service could hardly be conducted, should be paid at a higher rate than the unimportant, and branch roads, upon which the mail matter might, probably, be conveyed, even now, by wagon, with nearly equal convenience, and at half the cost paid for railway carriage. This principle is universally acknowledged, they believe, both in England, and the United States, and its justice is so apparent as hardly to need illustration. It cannot be contended, they think, that the Shefford Railway, over which one hundred and twenty pounds of mail matter pass daily, or the Welland Railway over which one hundred pounds pass, or the Buffalo, Brantford and Goderich, on which three hundred pounds pass, or the Northern, on which five hundred pounds pass daily, should be paid at the same rate as the Grand Trunk, over the main portion of which two thousand pounds pass daily, and without which the present business of the Post Office could hardly be conducted.

The Grand Trunk Railway, which runs through the whole length of this country, is, beyond all question, the most important line in the Province. Its importance to the Post Office bears no proportion to the price paid for its services.

It is kept open during winter at great cost. Mr. Shanly, who had ample means of information, and whose integrity and impartiality entitles his evidence to the utmost attention, says in answer to question 693: "I do not know of any railway so adversely affected by climate as the Grand Trunk Railway is, from Kingston eastward. There is no road I know of I would compare with it in that respect." Then, if the Menai Bridge affords a precedent which can conveniently be followed, and the Commissioners think it does so, the Victoria Bridge must be regarded as of still greater importance.

Upon all these grounds, the Commissioners think that upon the Grand Trunk Road, ten cents per mile, for quick passenger trains, and six cents, for mixed trains may be considered fair rates for the use of its ordinary trains.

That this rate cannot be considered too high must be conceded they think, when it is considered that the Postmaster-General of the United States pays this same road, between the boundary line and Portland, sixteen cents, per train mile, for a single service, and ten cents per train mile, for a double service.

That it cannot be regarded as too low is, they think, equally clear, when the amount paid to the Grand Trunk Company by the Express Company at the present moment, is considered.

Upon the same principle the Commissioners think the Great Western Railway entitled to some advance upon what they have designated as the ordinary rates. A very important part of the mail service of the country is performed by that Company, although it cannot be said to possess equal claims with the Grand Trunk Company. The Commissioners would therefore suggest nine cents per train mile, for quick passenger trains, and six cents for mixed trains, as reasonable rates for the use of the ordinary trains of the Great Western line.

On all the other roads in the Province, eight cents per train mile for quick passenger trains, and six cents per train mile for mixed trains, may be regarded, the Commissioners think, as a liberal allowance for the use of a post-office car attached to ordinary trains.

The space allotted to the Post Office, at the rates above stated, should be, as heretofore, equal, in length, to one-third of an ordinary baggage car, by the whole width. The space so allotted should be fitted up under the directions of the Postmaster General, and should be comfortably heated and lighted to his satisfaction.

If further space should become necessary, it should be paid for at a proportionate rate.

The Commissioners do not think that any addition should be made to the rates above fixed, either on account of superior accommodation, or on account of the carriage of the Mail Conductors and other officers of the Post Office, as heretofore. Neither do they think that anything should be deducted for continuity of business. These considerations may fairly be balanced, in the opinion of the Commissioners, one against the other.

The Commissioners do not propose to make any change either in the bag service, or

in the special Ocean Steamer Service. The Post Office does not complain of either, and the Companies are content, and the Commissioners have consequently abstained from interference.

Mr. Brunel prepared and laid before the Commissioners certain calculations as to the rates which should be paid by the Post Office upon the Grand Trunk, the Great Western, and the Northern Railways; and the Commissioners are glad to find that the results at which he arrived do not materially differ from those at which they themselves have arrived by a different process of reasoning. Mr. Brunel's calculations are clear and ingenious; but the Commissioners are not prepared to accede to the justice of the principle upon which they proceed. The things compared do not seem to them to admit of comparison. Mail matter is freight, and when the Post Office Department requires a space capable of containing three and one-third tons of freight, to be set apart for their exclusive use, the justice of charging them in proportion to the price paid by the public for similar services is apparent. But the argument that because passenger carriages are hauled on the Grand Trunk line, for instance, to a great extent empty, and are paid for by the public accordingly, therefore the Post Office carriage, of which the department have the exclusive use, and which must therefore be regarded as always full, should only be paid for in proportion to those which are hauled, for the most part empty, seems hardly tenable.

The Commissioners think that the Post Office Department, having paid for a double service with Post Office car on any road, should be entitled to send mail bags, in charge of the Company's servants by any other train run over such road for the purposes of the Company.

With respect to the enquiry directed into the adequacy of payment provided by the Order in Council of September, 1858, in the case of the Grand Trunk Railway, and of any other Railways, which may have formally protested against the sum allowed, as insufficient, the Commissioners do not feel any doubt.

That the power reserved to Your Excellency in Council to fix the rates to be paid for Railway Postal Service, is a quasi-judicial power, and should be exercised accordingly, is so clear in itself, and has been so explicitly declared by Your Excellency in Council, and by successive Ministers of the Crown, that it does not seem to the Commissioners to be now open to discussion.

Mr. Galt, then Finance Minister, made a report on the 1st October, 1861, which report was subsequently approved by the Governor in Council, [in which he states: "As regards the claim for an increased Postal subsidy, His Excellency in Council has, by law, the power of determining the rate of remuneration for all railways in Canada, and the present rate of payment has been settled at a considerable reduction upon the rate first agreed upon by the Government, and subject to the protest of all the railways in the Province."

"The reservation of the power to the Government could only have been in the belief by Parliament that it would be exercised fairly, as the intention of the Legislature never could have been to compel service for the public without adequate remuneration."

The Honorable Mr. Mowat, in his late report, whilst Postmaster General, says: "The authority which the Governor in Council has to exercise in disposing of this matter is quasi-judicial;" and there are many other statements to the same purpose.

But it is very clear from the evidence that the Order in Council of September, 1858, by which the rate previously paid, to some, at least, of the railways, was so considerably reduced, and the rate to be paid to all was fixed, was an *ex parte* Order, made without giving to any railway company interested in such decision an opportunity of adducing evidence, and being heard on the subject of such remuneration. Such an Order was not in any just sense a judicial exercise of the authority vested in the Governor in Council. And as the rate then fixed was not in the opinion of the Commissioners a just rate, as applied to the Grand Trunk Railroad, the Commissioners are of opinion that, as to that Company, the rate now fixed should date back to September, 1858.

The Commissioners forbear to dwell upon the long delay which has arisen in the settlement of the rate to be paid to the Grand Trunk Railway Company. It was perhaps unavoidable, but it was no doubt very prejudicial to the creditors of the Company.

With respect to the Great Western and the Northern Railway Companies, the only

other Railway Companies which have made a claim for past services, some difficulty arises from the use of the word "formal" protest, in the Commission.

It cannot be said that there has been any "formal" protest on the part of either company. But the Commissioners do not apprehend that Your Excellency in Council intended that the expression should be strictly construed: If the matter can be considered as properly open, they think that, upon the evidence, both companies may be considered as having complained of the Order of 1858, and they are clear that in the case of the Great Western Company, the matter does not admit of doubt. They would suggest therefore that the rates now fixed should date back, as to both, to September, 1858.

It is hardly necessary perhaps that the Commissioners should advert to their separate report, some time since laid before Your Excellency, but having again carefully considered the whole matter they still adhere to the opinion therein expressed.

All which is respectfully submitted.

(Signed,)

WM. HUME BLAKE,  
CHS. D. DAY,  
G. W. WICKSTEED.

Quebec, 29th March, 1865.

RAILWAY POSTAL SERVICE COMMISSION,  
Quebec, 30th March, 1865.

SIR,—The Report of the Commissioners was drawn up hurriedly to meet the wish of the Government, as expressed to the Commissioners.

Upon reflection, I am not sure whether it is clearly expressed that the ten and six cent rates should extend to the Champlain Road.

The amount hitherto paid on that line, under agreement, has been higher than on any other road in the Province, and the Commissioners, in their calculations, intended the ten and six cent rates to apply to it.

If the report be not explicit, perhaps it should be altered.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,)

WM. HUME BLAKE.

# MINUTES OF PROCEEDINGS.

THURSDAY, 19TH JANUARY, 1865.

The Commissioners met, pursuant to notice, at their office in St. Lewis Street, in the City of Quebec, at Ten o'clock in the forenoon.

Present: All the Commissioners, that is to say:—

The Honorable WILLIAM HUME BLAKE,  
The Honorable CHARLES DEWEY DAY, and  
GUSTAVUS WILLIAM WICKSTEED, Esquire.

The Commission was ordered to be inscribed on the minutes, as follows:—

“PROVINCE OF } (Signed) MONCK.  
CANADA. }

[L. S.]

“VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.

“To The Honorable William Hume Blake, of the City of Toronto, Esquire, The Honorable Charles Dewey Day, of the City of Montreal, and Gustavus William Wicksteed, of the City of Quebec, Esquire, and to all to whom these presents shall come or may in any wise concern—GREETING:

“(Signed) J. A. MACDONALD, } WHEREAS it has been represented to Us that cer-  
*Atty. Genl. U. C.* } tain arrangements have, from time to time, been made by the Post Office Department of Our said Province with the several railway companies therein, for the Postal Service, under the authority of orders of Our Executive Council of Our said Province, of the eighteenth day of September, in the year of Our Lord one thousand eight hundred and fifty-eight, and the twelfth day of August in the year of Our Lord one thousand eight hundred and sixty-three, respectively.

“And whereas it has been further represented to Us, that the rates of remuneration fixed for and granted to the said railway companies for such service, have been and are considered by them as insufficient and inadequate therefor:

“And whereas by and with the advice of Our Executive Council of Our said Province, We deem it expedient to cause enquiry to be made into and concerning the premises, in order that just and reasonable amounts of compensation to be given to the said railway companies respectively for such service may be settled and determined:

“Now therefore Know Ye, that under and in pursuance of the provisions of the 13th chapter of the Consolidated Statutes of Canada, intituled: “An Act respecting enquiries concerning Public Matters and Official Notices,” and by and with the advice of Our Executive Council of Our said Province, We do, by these Our Letters Patent, constitute you the said Honorable William Hume Blake, you the said Honorable Charles Dewey Day, and you the said Gustavus William Wicksteed, to be Our Commissioners to enquire into and concerning the following matters and circumstances, that is to say:

“*Firstly.*—Into the adequacy of payment provided for the Postal Service by Railway, from the day of the date of the said Order of Our said Executive Council of the said Eighteenth day of September, one thousand eight hundred and fifty-eight, up to the passage of the said Order of the said Council of the Twelfth day of August, one thousand eight hundred and sixty-three, in the case of the Grand Trunk Railway, and of any other Railways which may have formally protested against the sums allowed as insufficient.



"*Secondly*.—Into the adequacy of the payment allowed under the said Order in Council of the Twelfth day of August, one thousand eight hundred and sixty-three, up to the Fourteenth day of November now last past. And *Thirdly*: Into the amount which should be allowed during the period of three years commencing from the said Fourteenth day of November now last past, for Postal Service, either as the same is now performed or with agreements for special service, or with agreements for the side service, or with any other changes required by the Post Office Department for the benefit of the Public Service.

"And we do hereby authorize and empower you the said Honorable William Hume Blake, you the said the Honorable Charles Dewey Day, and you the said Gustavus William Wicksteed, as such Commissioners, to summon before you any party or witnesses, and to require such person or persons to give evidence on oath, orally or in writing (or on solemn affirmation if they be parties entitled to affirm in civil matters), and to produce such documents and things as you Our said Commissioners may deem requisite to the full investigation of the matters aforesaid.

"To have and to hold the said office of Commissioners for the purposes aforesaid, unto you the said the Honorable William Hume Blake, you the said the Honorable Charles Dewey Day, and you the said Gustavus William Wicksteed, during pleasure.

"And We do hereby require that you the said the Honorable William Hume Blake, and you the said the Honorable Charles Dewey Day, and you the said Gustavus William Wicksteed, as such Commissioners, do report the result of the above-mentioned investigation with all convenient speed to Our Governor, Lieutenant Governor, or person administering the Government of Our said Province for the time being.

"In testimony whereof, We have caused these Our Letters to be made Patent, and the Great Seal of Our said Province to be hereunto affixed: Witness Our right trusty and well-beloved cousin the Right Honorable CHARLES STANLEY, VISCOUNT MONCK, Baron Monck of Ballytramon, in the County of Wexford, Governor General of British North America, and Captain General and Governor in Chief in and over Our Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c., &c., &c., at Quebec, this SIXTEENTH day of DECEMBER, in the year of Our Lord one thousand eight hundred and sixty-four, and in the twenty-eighth year of Our Reign.

By command.

(Signed,) WM. McDougall, Secretary.

The Commissioners agreed upon the hours of sitting.

A letter was written to the Honorable the Provincial Secretary, requesting authority to employ a Secretary and a Messenger.

The Honorable the Postmaster General was notified by letter that the Commissioners had commenced their sittings, and was requested to furnish them, at his earliest convenience, with a statement of the services required by his Department from the several Railway Companies, and such other information and documents as he might think necessary.

Mr. Wicksteed produced letters A to G, being answers to preliminary letters and notifications sent by him to different Railway Companies, before the meeting of the Commissioners.

WM. HUME BLAKE,  
Chairman.

FRIDAY, 20TH JANUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received a letter from Mr. Brydges, transmitting a printed statement of the case on behalf of the Grand Trunk Railway Company.

Mr. Griffin, as representing the Post Office Department, and Mr. Brydges, attended.

Mr. Brydges was requested to furnish the Postmaster General with a copy of the printed case of the Grand Trunk Railway Company.

Mr. Griffin was requested to furnish certain information as to the railway service required by the Department, and any statement the Postmaster General might think proper to make in answer to that of the Grand Trunk Railway Company.

The Commissioners entered upon the consideration of Mr. Brydges' printed case.

WM. HUME BLAKE,  
Chairman.

SATURDAY, 21ST JANUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

The Commissioners continued the consideration of Mr. Brydges' printed case.

Received a communication from the Postmaster General (20th January, 1865, No. 1), acknowledging receipt of letter of 19th, and stating that the Deputy Postmaster General will attend whenever required, and furnish any information demanded.

WM. HUME BLAKE,  
Chairman.

MONDAY, 23RD JANUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received from the Provincial Secretary a communication authorizing the employment of a Secretary and a Messenger.

Thomas McCord, Esquire, was appointed Secretary, and George Workman, Messenger.

The Commissioners continued the examination of Mr. Brydges' printed case.

The following letter was ordered to be transmitted to the Honorable the Postmaster General:—

“ Railway Postal Service Commission Office,  
“ 24th January, 1865.

“ SIR,—The Commissioners have the honor to request that you will be pleased to furnish them with a list of all the Railways employed by the Post Office, shewing the amounts paid from time to time and at present paid to each,—what services were thus paid for, and the dates at which such services commenced respectively; also copies of the Order in Council of the 18th September, 1858, fixing the rate of remuneration to be paid—of the Report of the Postmaster General (The Honorable Mr. Sidney Smith) or any calculations, documents or written evidence on which that report was founded, and of all other Orders in Council or of Postmaster General's Reports bearing on the subject.

“ The Commissioners also beg to enquire whether any of the Railway Companies and which of them, besides the Grand Trunk protested against the rate of payment allowed; whether under the Order in Council of 1858 the rates paid to the other Railways than the Grand Trunk were altered; and whether the rates paid under the Order of 1858 have been since continued as to other Railways than the Grand Trunk.

“ As their Commission authorises an enquiry ‘into the amount which should be allowed during the period of three years commencing from the said fourteenth day of November now last past, for Postal Service either as the same is now performed or with agreements for special services or with agreements for the side service or with any other changes required by the Post Office Department for the benefit of the Public Service’—the Commissioners further beg to be informed:

“ 1. As to the services at present performed by all the Railways;

“ 2. Whether the Postmaster General requires, or has reason to think that he may during the next three years require any additional service or any change in the nature of the service;

“ 3. Whether the Postmaster General sees any objection to the side service being included in the services to be performed by the several Railways.

"And lastly the Commissioners wish to know when they may expect the written answer of the Post Office Department to Mr. Brydges' case.

"I have the honor to be,

"Sir,

"Your obedient servant,

"(Signed,) WM. HUME BLAKE,  
"Chairman.

"The Honorable

"The Postmaster General."

Mr. Griffin, Deputy Postmaster General, attended before the Commissioners and delivered a map and a printed report.

The following letter was ordered to be sent to the President of each of the following Railway Companies: Shefford and Chambly,—Brockville and Ottawa,—Port Hope, Lindsay and Peterboro',—Northern,—Great Western,—and London and Port Stanley.

"Railway Postal Service Commission Office,

"19 St. Lewis Street, Quebec,

"24th January, 1865.

"SIR,—The Commissioners have the honor to transmit to you, the extract from their commission which you will find in the other side and to request that you will be so good as to furnish them with a written statement of any claim you may have to make, under any clause of the said extract.

"The Commissioners are desirous of receiving such statement on or before Monday, the 30th instant. If you desire to attend personally before the Commissioners, they will take care that you have sufficient notice.

"I have the honor to be,

"Sir,

"Your obedient servant,

"(Signed,) WM. HUME BLAKE,  
"Chairman."

"Extract from Commission, dated 16th December, 1864.

"*Firstly*: Into the adequacy of payment provided for the Postal Service by Railway, from the day of the date of the said Order of the said Executive Council of the said 18th day of September, in the year of our Lord 1858, up to the passage of the said Order of the said Executive Council of the 12th day of August, in the year of our Lord, 1863, in the case of the Grand Trunk Railway, and of any other railways, which may have formally protested against the sum allowed as insufficient.

"*Secondly*: Into the adequacy of the payment allowed under the said Order in Council of the 12th day of August, in the year of our Lord 1863, up to the 14th day of November, now last past; and

"*Thirdly*: Into the amount which should be allowed during the period of three years commencing from the said 14th day of November now last past, for Postal Service, either as the same is now performed, or with agreements for special service, or with agreements for the side service, or with any other changes required by the Post Office Department, for the benefit of the public service."

"The usual power to take evidence on oath or solemn affirmation is given."

WM. HUME BLAKE,  
Chairman.

TUESDAY, 24TH JANUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

The Commissioners continued the consideration of the printed case of Mr. Brydges. Mr. Griffin laid before the Commissioners the Report of the Post Office Department of the United States, for 1862.

A letter was written to Mr. Brydges requesting him to furnish copies of all the Acts relating to the Grand Trunk Railway Company and the Railway Companies amalgamated with it, or of such of them as may have been printed for the use of the Company.

The Secretary despatched to the Honorable the Postmaster General, and to the Presidents of the Railways named in the minutes of the previous sitting, the letters ordered to be transmitted to them respectively.

The Secretary wrote to the Postmaster of Quebec, asking him to open an account for postage with the Commission and received a verbal answer that one had been opened.

WM. HUME BLAKE,  
Chairman.

WEDNESDAY, 25TH JANUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

A letter was written to Mr. Brydges, requesting him to favor them with copies of the Acts relating to the Grand Trunk Company, and the Companies amalgamated with it.

WM. HUME BLAKE,  
Chairman.

THURSDAY, 26TH JANUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

The following letter was sent to the Honorable the Postmaster General:

" Railway Postal Service Commission Office,  
" Quebec, 26th January, 1865.

" SIR,—The Commissioners are desirous of examining the papers which were under the consideration of Mr. Moffatt when the arbitration was determined, and more especially that described in the following paragraph in page 51 of Blue Book No. 1, 1863:—'Next in seeking to arrive at the value of the mileage, I have procured a statement exhibitiv of the postal communication rendered and of the amount received therefor by nine leading Railway Companies in the United States, including the "New York Central," the "Erie," the "Hudson River," "Atlantic and St. Lawrence," and "Boston and Worcester," lines, and I find that the average of the amounts paid for mail carriage on these nine railways is 10.37 cents per mile run, including the "side service" when the distances between the stations and the post office do not exceed a quarter of a mile.'

" If your department be in possession of these papers, would you have the kindness to favor the Commissioners with communication of them.

" I have the honor to be,

" Sir,

" Your obedient servant,

" (Signed,) WM. HUME BLAKE,  
" Chairman.

" To the Honorable,  
" The Postmaster General."

WM. HUME BLAKE,  
Chairman.

FRIDAY, 27TH JANUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received a letter from the Post Office Department (26th January, 1865, No. 2) enclosing the statement asked for by the Commissioners in their communication of yesterday's date.

Received a telegram (26th January, 1865, No. 3) from F. Cumberland, Esquire,

Manager of the Northern Railway, promising to reply by the 30th, if possible, to the letter of the Commissioners of the 24th instant.

WM. HUME BLAKE,  
Chairman.

SATURDAY, 28TH JANUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received a telegram (27th January, 1865, No. 4) from the Great Western Railway Company, promising answer.

Received a letter (28th January, 1865, No. 5) from Post Office Department, requesting further time to prepare remarks upon Grand Trunk Memorandum.

The following letter was sent to the Postmaster General:—

“ Railway Postal Service Commission Office,  
“ Quebec, 28th January, 1865.

“ SIR,—The Commissioners have the honor to acknowledge receipt of your letter of this date, intimating that you require further time for the preparation of your answer to the Grand Trunk Memorandum. They are anxious, as they have already stated, to receive this answer, but must of course await your convenience in that matter.

“ In the meantime the Commissioners would be glad to have communication of all papers connected with the arbitration, whether furnished by the Post Office Department to Mr. Moffatt or transmitted by that gentleman to the Department.

“ It is material that the Commissioners should also be furnished without delay with a statement of the services at present performed by all the Railways employed by the Post Office.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“ (Signed,) WM. HUME BLAKE,  
“ Chairman.

“ The Honorable,

“ The Postmaster General.”

WM. HUME BLAKE,  
Chairman.

MONDAY, 30TH JANUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received from the Post Office Department, a statement showing the number of miles of railway used for the mail service (No. 6).

The following letter was sent to the Postmaster General:

“ Railway Postal Service Commission Office,  
“ Quebec, 30th January, 1865.

“ SIR,—The only report of the Postmaster General of the United States which the Commissioners have in their possession, is that for the year 1862; and they would be glad to be furnished with any earlier or later reports from the same office, with which it may be in your power to favor them.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“ The Honorable

“ (Signed),

WM. HUME BLAKE,

“ The Postmaster General,

“ Chairman.

“ Quebec.”

WM. HUME BLAKE,  
Chairman.

TUESDAY, 31ST JANUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received a Letter from the Post Office Department (30th January, 1865, No. 7) accompanying Reports of Postmaster General of the United States for 1853 to 1863 inclusively.

WM. HUME BLAKE,  
Chairman.

WEDNESDAY, 1ST FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

F. Cumberland, Esquire, with Thos. Galt, Esquire, attended before the Commissioners, on behalf of the Northern Railway Company.

The Deputy Postmaster General attended, with an answer to the case of the Grand Trunk Railway Company, which he was requested to have printed.

The following letter was sent to the Presidents of each of the following Railway Companies:—Shefford and Chambly; Brockville and Ottawa; Port Hope, Lindsay and Peterborough; Northern; Great Western; and London and Port Stanley.

“ Railway Postal Service Commission Office,

“ Quebec, 1st February, 1865.

“ SIR,—The Commissioners in their letter to you of the 24th ult., omitted to say that several copies of the statement therein mentioned would be required; say, three for the use of the Commission and another for the Government.

“ As they have not yet received your case, nor indeed that of any of the other Railway Companies—the Grand Trunk excepted—it may not be too late to suggest that for your own convenience, as well as to facilitate the proceedings of the Commissioners, you might furnish them with printed cases, to the number required.

“ The Commissioners, of course, are still desirous of receiving these documents as soon as possible.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“(Signed,) WM. HUME BLAKE,

“ Chairman.”

WM. HUME BLAKE,  
Chairman.

THURSDAY, 2ND FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received a communication from the General Manager of the Great Western Railway (20th January 1865, No. 8), enclosing printed statement of 30th December, 1863.

Received a communication from the Brockville and Ottawa Railway Company (28th January, 1865, No. 9) with three enclosures relative to their case.

Received a letter (28th January, 1865, No. 10) from the Managing Director of the Port Hope, Lindsay and Beaverton Railway Company, stating that Messrs. Cumberland and Galt are authorized to submit the claims of that Company.

The Manager of the Great Western Railway was notified that the Commissioners are desirous that he should attend before them.

WM. HUME BLAKE,  
Chairman.

FRIDAY, 3RD FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received a letter from the Post Office Department (2nd February, 1865, No. 11) transmitting a list of Railways, indicating amounts paid to each, and also a copy of Honorable Sidney Smith's report and of Orders in Council of September, 1858, and November, 1864.

Received a note from the Deputy Postmaster General (3rd February, 1865, No. 12) accompanying a volume of United States Post Office Reports coming down to 1863.

Thos. Swinyard, Esquire, attended before the Commissioners, on behalf of the Great Western Railway Company.

WM. HUME BLAKE,  
Chairman.

SATURDAY, 4TH FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received a letter from Mr. Brydges (3rd February, 1865, No. 13) stating that not having heard from the Commissioners since his last attendance he is obliged to leave for Montreal, and requesting copy of any reply of the Post Office Department to his case;— and the following answer was sent:

“Railway Postal Service Commission Office,  
Quebec, 4th February, 1865.

“Sir,—The Commissioners regret that you should have been put to any inconvenience.

“They mentioned to you, when you placed your statement in their hands, that it would be impossible for them to proceed with the consideration of it until they had been furnished with the statements of the other Companies and the reply of the Post Office Department thereto, and that your attendance at that time would, therefore, be unnecessary.

“The Commissioners have not yet received the reply of the Post Office Department to your case, neither have they been furnished with the statement of the other Companies.

“They are anxious to proceed with the consideration of the various claims at the earliest possible moment, of which you shall have due notice.

“The reply of the Post Office Department to your case shall be sent to you as soon as received.

“I have the honor to be,

“Sir,

“Your obedient servant,

“(Signed,) WM. HUME BLAKE,  
Chairman.

“Mem.—Since the above was written the reply of the Post Office Department has been received, and the Commissioners have directed me to enclose it to you.

“(Signed,) T. McCORD,  
“Secretary.”

A copy of the said reply was accordingly enclosed.

A copy of the reply of the Post Office Department to the case of the Grand Trunk Company was also furnished Thos. Swinyard, Esquire, representing the Great Western Company.

Mr. Griffin, the Deputy Postmaster General, attended before the Commissioners.

WM. HUME BLAKE,  
Chairman.

MONDAY, 6TH FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

The following letter was sent to Mr. Brydges:—

" Railway Postal Service Commission Office,  
" Quebec, 6th February, 1865.

" SIR,—The Commissioners have the honor to request that you will be good enough to favor them with the half yearly statements of the Grand Trunk Company for the years 1863 and 1864 (three copies of each, if you can spare them), with the tariff and classification of freight, and also with the time tables of the Company for the same period. They would also be glad to be furnished with a statement of the *freight* earnings of the *mixed* trains for that period, as distinguished from the passenger earnings of such trains.

" I have the honor to be,

" Sir,

" Your obedient servant,

" (Signed,) WM. HUME BLAKE,  
" Chairman.

" C. J. Brydges, Esquire,  
" Mang. Dir. G. T. Rway. Co.,  
" Montreal."

A copy of the above letter, certified by the Secretary, was also sent to Mr. Brydges' address at the St. Lewis Hotel, Quebec.

Mr. Cumberland, on behalf of the Northern, and of the Port Hope, Lindsay and Peterboro' Railway Companies, attended before the Commissioners, and stated that the printed cases of those Companies could not be handed in before Friday next.

Mr. Cumberland was furnished by the Commissioners with a copy of the reply of the Post Office Department to the case of the Grand Trunk Company.

WM. HUME BLAKE,  
Chairman.

TUESDAY, 7TH FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received a letter (6th February, 1865, No. 14) from the President of the Montreal and Vermont Junction Railway Company, claiming remuneration at the rate of \$200 per mile.\*

Received a letter (6th February, 1865, No. 15) from the Lessee of the Stanstead, Shefford and Chambly Railway Company, claiming remuneration at the rate of \$150 per mile.\*

WM. HUME BLAKE,  
Chairman.

WEDNESDAY, 8TH FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

WM. HUME BLAKE,  
Chairman.

THURSDAY, 9TH FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

The following letter was sent to the Postmaster General:—

" Railway Postal Service Commission Office,  
" Quebec, 9th February, 1865.

" SIR,—The Commissioners beg leave to call your attention to the fact that they have not yet received from your Department a statement of the present service performed by the different Railway Companies employed by the Post Office.

\* Printed as the case of the said Company, in Appendix No. 1.



"The Commissioners also beg to express their desire to see the Deputy Postmaster General before them at his earliest convenience.

"I have the honor to be,

"Sir,

"Your obedient servant,

"(Signed,) WM. HUME BLAKE,  
"Chairman."

The Deputy Postmaster General attended before the Commissioners.

The following letter was sent to the Managing Director of the Grand Trunk Company, and to each of the Presidents of the Shefford and Chambly,—Brockville and Ottawa,—Port Hope, Lindsay and Peterboro',—Northern,—Great Western,—and London and Port Stanley Companies :

"Railway Postal Service Commission Office,  
"Quebec, 9th February, 1865.

"SIR,—The Commissioners are desirous of obtaining, from all the Railway Companies performing Postal Service, the following information :

"1. The yearly or half yearly statements for the past two years ;

"2. The tariffs for the same period, and the classification ;

"3. The time tables for the same period ;

"4. The earnings of the passenger trains, and of the mixed trains for the same period.

In the case of mixed trains the earnings from passengers and those from freight to be stated separately.

"Will you be good enough to furnish the Commissioners with the above information, in so far as regards the Company you represent, and if you can do so without inconvenience, to let them have *three* copies of such printed documents as may be comprised in their request.

"I have the honor to be,

"Sir,

"Your obedient servant,

"(Signed,) WM. HUME BLAKE,  
"Chairman."

WM. HUME BLAKE,  
Chairman.

FRIDAY, 10TH FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present : All the Commissioners.

Received from the General Manager of the Great Western Railway Company, a letter (9th February, 1865, No. 16) promising information ; to which the following answer was sent :

"Railway Postal Service Commission Office,  
"Quebec, 10th February, 1865.

"SIR,—The Commissioners have the honor to acknowledge receipt of your letter of yesterday's date, and will be happy to receive the information it refers to, as soon as it is procured.

"The Commissioners have to-day received a further statement from the Post Office Department of which they beg to enclose you herewith a printed copy.

"I have the honor to be,

"Sir,

"Your obedient servant,

"(Signed,) WM. HUME BLAKE,  
"Chairman."

"Thos. Swinyard, Esquire,

"General Manager Great Western Railway Company,  
"Quebec."

Received from the Managing Director of the Grand Trunk Railway Company, a letter (6th February, 1865, No. 17), with enclosures.—

"Enclosures.

"Grand Trunk Railway of Canada,  
"Managing Director's Office,  
"Quebec, 9th February.

"SIR,—I have the honor to acknowledge the receipt of your letters of the 4th and 6th instant, and to thank you for the copy of the memorandum of the Deputy Postmaster General enclosed in your letter of the 4th instant.

"In compliance with the request contained in your letter of the 6th, I now send you two copies of each of the reports of this Company, issued during the years 1863 and 1864; I am sorry I have not more than two copies of each which I can transmit to you.

"The report for the half year ending December 31st, 1864, is not yet out, and will not probably be so for several weeks hence.

"I also send you copies of the Time Bills that were in use in the early part of the year 1863, and also those which are now in force upon the Eastern, Central, and Western Districts of this Railway.

"I regret I am not able to comply with your request for a statement of the earnings of freight by mixed trains, as we are not in the habit of keeping separate accounts of the earnings of particular trains. The earnings are made up, as far as passengers are concerned, from the daily returns of the aggregate of tickets sold at each station, without any reference to the particular trains by which they went.

"The freight earnings are made up from a statement rendered weekly from each station, of the amount of freight forwarded from such station, without any reference to the particular train by which it was dispatched. I regret, therefore, I am unable to supply you with that information.

"I also transmit to you a complete set of freight tariffs now in force upon the various sections of this railway.

"In regard to the memorandum submitted by the Deputy Postmaster General, I beg to be allowed to ask whether it is the wish of the Commissioners I should proceed to answer that statement in writing, or whether it will now be convenient for the Commissioners to have the question discussed before them, when of course it will be my duty to call attention to the various points raised in Mr. Griffin's paper.

"I have the honor to be,

"Sir,

"Your most obedient servant,

"(Signed,)

C. J. BRYDGES,

"Managing Director."

And the following was sent in answer :

"Railway Postal Service Commission Office,

"Quebec, 10th February, 1865.

"SIR,—The Commissioners have the honor to acknowledge receipt of your letter of yesterday's date, and to thank you for the documents and information conveyed.

"The Commissioners have also the honor to enclose herewith a printed copy of a further statement handed in this day from the Post Office Department. As regards both this document and the former one, the Commissioners think that your answer may conveniently be made verbally before them, in the manner you suggest, but they will be equally pleased to receive it in writing, should you prefer it.

"I have the honor to be,

"Sir,

"Your obedient servant,

"(Signed,)

WM. HUME BLAKE,

"Chairman.

"C. J. Brydges, Esquire,

"Mang. Director, G. T. R. Co.,

"Quebec."

The following letter was sent to the Managing Director of the Northern Railway Company :

“ Railway Postal Service Commission Office,

“ Quebec, 10th February, 1865.

“ SIR,—The Commissioners have the honor to enclose you herewith a printed copy of a further Statement handed in this day from the Post Office Department.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“ (Signed,)

WM. HUME BLAKE,

“ Chairman.

“ F. W. Cumberland, Esquire,

“ Mang. Director Northern R. Co.,

“ Quebec.”

The Deputy Postmaster General attended before the Commissioners.

Robert Cassels, Esquire, Cashier of the Bank of Upper Canada, attended before the Commissioners, and represented, that the said Bank and others hold Postal bonds to the amount of £180,000 sterling, upon which large sums of interest are due, and that they are anxious that a decision should soon be arrived at. Mr. Cassels was thereupon informed by the Commissioners that they would endeavour to dispose of the matter as soon as possible, and would be glad to afford his clients a hearing. He was also requested in the meantime to put his statement in writing.

WM. HUME BLAKE,

Chairman.

SATURDAY, 11TH FEBRUARY, 1865.

The Commissioners met at 10 A. M.

Present: All the Commissioners.

Received a letter from the Brockville and Ottawa Railway Company (10th February, 1865, No. 18) enclosing printed copies of their statement and of documents already furnished.

Received a letter from Robt. Cassels, Esquire, Cashier of the Bank of Upper Canada (10th February, 1865, No. 19) embodying the statement made by him yesterday before the Commissioners—as follows:—

“ Bank of Upper Canada,

“ Quebec, 10th February, 1865.

“ GENTLEMEN,—I desire to bring under your notice the interest which the Bank of Upper Canada has in the settlement of the ‘ Railway Postal subsidy’ question.

“ You are doubtless aware that by the ‘ Grand Trunk Arrangements Act of 1862’ certain creditors of the Grand Trunk Railway, had to accept, in payment of portions of their respective claims, postal subsidy bonds.

“ The amount received and now held by the Bank of Upper Canada, is one hundred and eighty-one thousand five hundred pounds sterling, on which no interest whatever has been paid.

“ When the settlement was made it was fully expected that the question of postal service would be speedily settled, and there was no doubt a liberal scale of remuneration would be fixed by the Provincial Government. In this expectation we have been grievously disappointed, nearly three years having elapsed without any decision having been arrived at. I trust you will pardon my expressing a hope that longer delay will not take place, but that speedy and substantial justice will be done to the claims of the Bank, as well as to the other unfortunate holders of these bonds.

“ I would be wanting in my duty, did I not place before you the grave and important interest involved in the investigation in which you are now engaged, interests far beyond the mere money value of the subject under consideration.

“ The holders in England of these bonds feel that they have been trifled with, and that their just claims have been neglected, and it is difficult, nay almost impossible, to persuade them that the Provincial Government has not been greatly to blame.

The English creditors are represented by three of the leading men in financial circles in London, viz :

" Thos. Baring, Esquire, M.P.,

" Geo. Carr Glyn, Esquire, M.P., and

" D. K. Hodgson, Esquire, M.P. and Governor of the Bank of England.

" The deservedly high position which these gentlemen occupy, and the financial influence which they exercise over the public mind of England, cannot be too highly estimated, or the moral weight which must attach to their views and expressions be ignored; any seeming injustice or want of liberality in the settlement of this question will render these gentlemen dissatisfied, and will recoil upon Canada at a time when it is so necessary and desirable our country should occupy a high position in the commercial capital of the world.

" I have the honor to be,

" Gentlemen,

" Your obedient servant.

" To

" ROBT. CASSELS, Cashier,

" Bank of Upper Canada.

" The Honorable W. H. Blake,

" The Honorable Mr. Justice Day, and

" G. W. Wicksteed, Esquire,

" Postal Subsidy Commissioners,

" Quebec."

And the following answer was sent :

" Railway Postal Service Commission Office,

" Quebec, 11th February, 1865.

" SIR,—The Commissioners have the honor to acknowledge receipt of your letter of this date stating the case of the Bank of Upper Canada and other holders of Postal subsidy bonds, and in answer to say that there will be no unnecessary delay on their part in arriving at a decision upon the subject of their enquiry.

" If the Bank of Upper Canada or their clients desire to be represented before the Commission, the Commissioners will be glad to afford them an opportunity of being heard.

" I have the honor to be,

" Sir,

" Your obedient servant,

" Robt. Cassels, Esquire,

" (Signed,)

WM. HUME BLAKE,

" Cashier B. of U. C.,

" Chairman.

" Quebec."

The following letter was sent to C. J. Brydges, Esquire :

" Railway Postal Service Commission Office,

" Quebec, 11th February, 1865.

" SIR,—The Commissioners remark that all the tariffs which you were good enough to send them, with the exception of one respecting timber and lumber, are tariffs of *winter* rates, and they would therefore be glad to receive from you such tariffs of *summer* rates as will complete the desired information.

" The Commissioners would also beg to be favored with a copy of any contract or contracts between the Grand Trunk Company and the Express Companies, and to be informed, should the contracts themselves not contain the information, as to what portions and what lengths of railway are used, and what services are performed by the Grand Trunk Company for the Express Companies, under the contract in question.

" I have the honor to be,

" Sir,

" Your obedient servant,

" C. J. Brydges, Esq.,

" (Signed,)

WM. HUME BLAKE,

" Mang. Dir. G. T. R. Co.,

" Chairman.

" Quebec."

The following letter was sent to the Honorable the Postmaster General :

" Railway Postal Service Commission Office,

" Quebec, 11th February, 1865.

" SIR,—The Commissioners find themselves placed in a difficulty which require explanation.

"The Commission under which they sit directs them to enquire 'into the amount which should be allowed during the period of three years commencing from the said fourteenth day of November last past, for Postal Service, either as the same is now performed or with agreements for special service, or with agreements for the side service, or with any other changes required by the Post Office Department, for the benefit of the public service.'

"The Order in Council under which the service performed by the Grand Trunk Railway Company at present is paid for, states the service as follows:

"One daily mail service each way between Toronto and Quebec, by the Company's ordinary express passenger trains running continuously, and without any break of connection at any intermediate point;

"One daily mail service, each way, between Toronto and Sarnia, and St. Mary's and London, by the Company's ordinary express passenger trains;

"One daily mail service, each way, between Quebec and Rivière du Loup, by the Company's ordinary passenger trains;

"And one daily mail service, each way, between Richmond and the Boundary Line, by the Company's ordinary passenger trains; such trains respectively being supplied, as hitherto, with travelling Post Offices, properly warmed and lighted, and comprising as nearly as may be, one third of a car, and exchanging mails at the way stations at which the said trains ordinarily stop.'

"This Order prescribes the service to be performed. It is to be a *continuous service between Toronto and Quebec.*

"The Grand Trunk Railway Company represent that a continuous service is inconsistent with the commercial interests of the Company, and that it cannot be continued unless paid for by the Post Office Department as a special service. (See Mr. Brydges' statement, dated 16th January, 1865, p. 24.)

"The Commissioners do not mean in this communication, to express any opinion upon the above statement.

"The Deputy Postmaster General wishes the Commissioners simply to fix a rate for the use of the ordinary trains of the Company. The paragraph in his Memorandum is in these words: 'The Postal rate should be in the shape of a Tariff of so much per train mile for the appropriation to the Post Office of such space as it requires in the ordinary Passenger Trains—the rate being fixed for a certain specific extent of space, so many feet in the length of the car by the whole width, with a provision that if the Post Office takes more or less than that extent of space, the rate will increase or diminish in like proportion.'

"To fix a rate for the use of the ordinary trains of the Company would be, as it seems to the Commissioners, to make the public interest dependent entirely upon the commercial interest of the Grand Trunk Railway Company, and would leave the rate paid for a continuous service undetermined.

"The Commissioners beg therefore to be informed whether it is the intention of Her Majesty's Government that the Commissioners should confine themselves to fixing a rate for the use of the ordinary trains,—

"Or, whether it is the intention that the Commissioners should fix a rate for continuous service, as mentioned in the Order in Council above referred to, or for such other service as the public interests may seem to require.

"I have the honor to be,

"Sir,

"Your obedient servant,

"(Signed,) WM. HUME BLAKE,

"Chairman.

"The Honorable

"The Postmaster General,

"Quebec."

WM. HUME BLAKE,

Chairman.

MONDAY, 13TH FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received a letter (13th November, 1865, No. 20) from the Post Office Department, enclosing a statement of the service at present performed by the Grand Trunk Railway Company for the Department.

WM. HUME BLAKE,  
Chairman.

TUESDAY, 14TH FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received a letter from the London and Port Stanley Railway Company (8th February, 1865, No. 21) acknowledging letters of 24th ult. and 1st inst.

Received a letter from the Great Western Railway Company (11th February, 1865, No. 22) acknowledging receipt of letter of 9th inst.

The following letter was mailed to each of the Presidents of the Shefford and Chambly,—Brockville and Ottawa,—Port Hope, Lindsay and Peterborough,—Northern,—Great Western,—and London and Port Stanley Railway Companies:

“ Railway Postal Service Commission Office,  
“ Quebec, 14th February, 1865.

“ SIR,—The Commissioners beg leave to say that they still anxiously await the documents and information asked for in their previous correspondence.

“ They purpose to enter upon the examination of witnesses on Wednesday, the 22nd instant, at 10 o'clock A.M., but in the fear that your delay may be the means of retarding their proceedings they would again urge upon you the importance of sending them as soon as possible, whatever statements of claim or information may still remain to be furnished.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“ (Signed,) WM. HUME BLAKE,  
“ Chairman.”

The following letter was mailed to C. J. Brydges, Esq. :—

“ Railway Postal Service Commission Office,  
“ Quebec, 14th February, 1865.

“ SIR,—The Commissioners have the honor to request, that you will be good enough to furnish them with a copy of the contract between the Grand Trunk Railway Company, and the British American Express Company; also with three copies of the Tariffs, timetables, and half-yearly statements of the Buffalo and Lake Huron and the Ottawa and Prescott Railway Companies, for the last two years; and lastly with a statement of any claim these companies may have to make for Postal Service.

“ The Commissioners purpose entering upon the examination of witnesses, on Wednesday, the 22nd instant, at 10 o'clock A.M., and in order to do so they are anxious to receive, from all the Companies, whatever statements or information may still remain to be furnished.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“ (Signed,) WM. HUME BLAKE,  
“ Chairman.

“ C. J. Brydges, Esq.,

“ Mang. Dir. G. T. Rwy. Comp.,  
“ Quebec.”

Mr. Brydges had previously attended before the Commissioners.

WM. HUME BLAKE,  
Chairman.

WEDNESDAY, 15th FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

A copy of the letter mailed on the previous day to Mr. Brydges' address at Quebec, was sent to his address at Montreal.

WM. HUME BLAKE,  
Chairman.

THURSDAY, 16th FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received a letter from the Managing Director of the Northern Railway Co. (13th of February, 1865, No. 23) transmitting printed case, tariff and time tables, and the following letter was sent in answer to the same:

"Railway Postal Service Commission Office,  
Quebec, 16th February, 1865.

"SIR,—The Commissioners have the honor to acknowledge receipt of your letter of the 13th instant, transmitting a statement of the claims of your Company, with tariffs and time tables.

"They beg leave at the same time to call your attention to the fact that you have not as yet furnished them with the half yearly statements of the Northern Railway Co., nor with a statement of the claim of the Port Hope, Lindsay and Peterboro' Company.

"The Commissioners presume of course that a copy of your printed case has been furnished to the Honorable the Postmaster General.

"I have the honor to be,

"Sir,

"Your obedient servant,

"(Signed,)

WM. HUME BLAKE,

"Chairman.

"F. Cumberland, Esq.,

"Mang. Dir. Northn. Rwy. Co.,  
"Toronto."

The following letter was sent to the Honorable the Postmaster General:

"Railway Postal Service Commission Office,  
Quebec, 16th February, 1865.

"SIR,—The Commissioners have the honor to request that the Deputy Postmaster General will be good enough to afford them his attendance to-morrow morning at half-past ten o'clock, or as near that hour as he can make it convenient to be present.

"I have the honor to be,

"Sir,

"Your obedient servant,

"(Signed,)

WM. HUME BLAKE,

"Chairman.

"The Honorable

"The Postmaster General,  
"Quebec."

WM. HUME BLAKE,  
Chairman.

FRIDAY, 17th FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received from the Port Hope, Lindsay, and Peterboro' Company copies of tariffs of freight and time tables (No. 24).

Received from Mr. Brydges, Tariffs of summer rates for freight.

The Deputy Postmaster General attended.

Received from the Post Office Department a statement of the services performed by

the Railways other than the Grand Trunk, with letter transmitting the same (17th February, 1865, No. 25).

The following letter was sent to the Honorable the Postmaster General:—

“ Railway Postal Service Commission Office,  
“ Quebec, 17th February, 1865.

“ SIR,—The Commissioners would be obliged by your furnishing them with your views as to the relative importance of the different Railways to the Post Office Department, with the data upon which your opinion is founded.

“ The Commissioners feel that their imperfect acquaintance with the working of your Department must render it difficult for them to form an accurate opinion upon that subject; but they think that a return shewing the number of letters passing over each Railway to the several Post Offices on the route, and the revenue derived from the Post Office therefrom, would be of material assistance in enabling them to form a judgment. In making this return, the different sections of the Grand Trunk Railway, from Quebec eastward, and Toronto westward, might be treated as distinct roads.

“ The Commissioners would therefore be obliged if you would be so good as to order such a return to be furnished at your earliest convenience.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“ The Honorable  
“ The Postmaster General,  
“ Quebec.”

“(Signed,) WM. HUME BLAKE,

“ Chairman.

WM. HUME BLAKE,  
Chairman

SATURDAY, 18TH FEBRUARY, 1865.

The Commissioners met at 2 P.M.

Present: All the Commissioners.

Received from the Northern Railway Company time tables, and four copies of freight tariff, adopted to take effect on and after 2nd April, 1860, and also a table of Passenger fares.

Received from the Great Western Railway Company, half yearly statements, and also one copy of their printed case.

The following letter was mailed to the Managing Director of the Grand Trunk Railway Company:—

“ Railway Postal Service Commission Office,  
“ Quebec, 18th February, 1865.

“ SIR,—The Commissioners have the honor to request that you will be good enough to furnish them with the time-tables of the Grand Trunk Company in force on the 18th September, 1858, and those in use from that time up to the earliest of the series already furnished.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“ C. J. Brydges, Esq.,  
“ M. Dir. G. T. R. Co.,  
“ Montreal.”

“(Signed,) T. McCORD,  
“ Secretary.

WM. HUME BLAKE,  
Chairman.

MONDAY, 20TH FEBRUARY, 1865.

The Commissioners met at 2 P.M.

Present: All the Commissioners.

Received from Mr. Brydges a letter (16th February, 1865, No. 26) enclosing time



tables and freight tariffs of Ottawa and Prescott Railway Company, and of Buffalo and Lake Huron Company, and accompanied by a volume containing reports of the latter Company.

Received from the Port Hope, Lindsay and Beaverton Company, a letter (14th February, 1865, No. 27) enclosing time-tables and statements of earnings and expenditures for 1863 and 1864.

Received from Port Hope and Peterboro' Railway Company, a letter (16th February, 1865, No. 28) enclosing time-tables, and giving statement of receipts and expenditure.

Received from the London and Port Stanley Railway Company, a letter (16th February, 1865, No. 29) enclosing freight tariff, time-tables, and Reports of earnings and expenditure.

Received a letter (16th February, 1865, No. 30) from Secretary of Northern Railway Company, stating that the document asked for had been sent to Mr. Hubertus.

Received from the Brockville and Ottawa Railway Company a statement of receipts and expenses, a freight tariff of 1860, three copies of freight tariff of 1865, and three copies of their time-table.

Received a letter from the Post Office Department (20th February, 1865, No. 31) correcting an error in their statement of services performed by the railways for the Department.

WM. HUME BLAKE,  
Chairman.

TUESDAY, 21ST FEBRUARY, 1865.

The Commissioners met at 11 A.M.

Present: All the Commissioners.

Received from the Northern Railway Company, Reports for the years 1863 and 1864, three copies of each.

The Deputy Postmaster General attended before the Commissioners.

WM. HUME BLAKE,  
Chairman.

WEDNESDAY, 22ND FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Mr. Brydges and Mr. Griffin attended before the Commissioners.

Mr. Brydges was sworn and his examination was commenced.

WM. HUME BLAKE,  
Chairman.

THURSDAY, 23RD FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Mr. Brydges and Mr. Griffin attended before the Commissioners.

The Commissioners resumed the examination of Mr. Brydges.

WM. HUME BLAKE,  
Chairman.

FRIDAY, 24TH FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Mr. Griffin attended before the Commissioners.

Received a Message from Mr. Brydges, stating that he was prevented by illness from attending to-day before the Commission.

The following letter was written, and taken by the Secretary to the Provincial Secretary, with the view of obtaining, if possible, an immediate answer :—

“ Railway Postal Service Commission Office,  
“ Quebec, 24th February, 1865.

“ SIR,—The Postmaster General has suggested that the evidence before the Commissioners should be printed as it is taken, for the information of the Government.

“ The Commissioners beg to be informed whether it is the wish of the Government that this expense should be incurred.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“ The Honorable

“ (Signed,)

WM. HUME BLAKE,

“ The Provincial Secretary,

Chairman.

“ Quebec.”

WM. HUME BLAKE,

Chairman.

— — —  
SATURDAY, 25TH FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Mr. Griffin and Mr. Brydges attended before the Commissioners.

The Commissioners continued the examination of Mr. Brydges.

Received a communication from the President of the Executive Council, sanctioning the printing of the Evidence by the Queen's Printer (25th February, 1865, No. 32).

A letter was sent to the Honorable J. S. Macdonald, requesting his attendance to give evidence before the Commission, on Monday next, at 10½ A.M.

WM. HUME BLAKE,

Chairman.

— — —  
MONDAY, 27TH FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Mr. Brydges and Mr. Griffin attended.

Mr. Irving attended in the interest of the Great Western Railway Company.

The Commissioners continued the examination of Mr. Brydges.

A note was sent to the Honorable J. S. Macdonald, requesting his attendance to-morrow morning at ten o'clock.

Received a letter (27th February, 1865, No. 33) from the Provincial Secretary, stating that the printing of the Evidence had been authorized by His Excellency in Council.

WM. HUME BLAKE,

Chairman.

— — —  
TUESDAY, 28TH FEBRUARY, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

The Honorable John Sandfield Macdonald, Mr. Brydges and Mr. Griffin attended.

The Honorable John Sandfield Macdonald was examined.

The examination of Mr. Griffin was begun.

The following letter was written and handed to Mr. Brydges:

“ Railway Postal Service Commission,

“ Quebec, 28th February, 1865.

“ SIR,—The Commissioners have the honor to request that you will be kind enough to furnish them with a statement of any claim you may have to lay before them on behalf

of the Montreal and Champlain Railway Company; together with copies of the tariff, time tables, and half-yearly statements of that Company for the last two years.

" I have the honor to be,

" Sir,

" Your obedient servant,

" (Signed,) "

WM. HUME BLAKE,

" Chairman.

" C. J. Brydges, Esquire,  
" Mang. Director G. T. R. Co.,  
" Quebec."

The following letter was written to the Queen's Printer :—

" Railway Postal Service Commission,

" Quebec, 28th February, 1865.

" SIR,—With regard to your printing of the evidence now being taken before them, the Commissioners desire to be informed whether it is in your power to furnish them every morning with the corrected proofs of the evidence of the previous day, as otherwise their object in having it printed at present will not be attained, and the work would have to be discontinued.

" I have the honor to be,

" Sir,

" Your obedient servant,

" (Signed,) "

WM. HUME BLAKE,

" Chairman.

" The Queen's Printer,  
" Quebec."

Received from the Queen's Printer an answer to the above letter (28th February, 1865, No. 34) expressing his readiness to meet the wishes of the Commissioners.

A letter was sent to the Honorable the Postmaster General transmitting three copies of the evidence taken so far as printed.

WM. HUME BLAKE,

Chairman.

WEDNESDAY, 1ST MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Mr. Griffin's examination was resumed.

The following letter was sent to the Honorable the Postmaster General:—

" Railway Postal Service Commission,

" Quebec, 1st March, 1865.

" SIR,—The Commissioners have the honor to call your attention to their letter of the 11th ultimo, to which they have not yet had any reply.

" The absence of the information requested has much embarrassed the Commissioners, and they trust that you will be pleased to furnish it at your earliest convenience.

" I have the honor to be,

" Sir,

" Your obedient servant,

" (Signed,) "

WM. HUME BLAKE,

" Chairman.

" The Honorable  
" The Postmaster General,  
" Quebec."

A letter was sent to the Postmaster General transmitting him three copies of the continuation of the printed evidence so far as received.

WM. HUME BLAKE,

Chairman.

THURSDAY, 2ND MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

The following letters were written and mailed:

“ Railway Postal Service Commission,

“ Quebec, 2nd March, 1865.

“ SIR,—The Managing Director of the Port Hope, Lindsay, and Beaverton Railway and Peterboro' Branch, under date of the 28th January last, states that you and Thomas Galt, Esquire, have received full authority to submit to the Commissioners the claims of that Company, as asked for in their letter of the 24th of January last, and which, in their letter of the 1st of February following, they suggest might be printed, so that four copies might conveniently be furnished.

“ No statement of this claim has as yet been received, and the proceedings of the Commissioners have in consequence been very much embarrassed and delayed. The Commissioners would therefore earnestly request your immediate attention to the matter, and hope that it will be in your power to forward the document required without further delay.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“ (Signed,) WM. HUME BLAKE,

“ Chairman.

“ F. Cumberland, Esquire,  
“ Managing Director, Northern Ry. Co.,  
“ Toronto.”

“ Railway Postal Service Commission,

“ Quebec, 2nd March, 1865.

“ SIR,—The Commissioners still anxiously await the statement of the claim of your Company asked for in their letters of 24th January and 1st February last, which your Superintendent, under date of the 8th February last, stated to be then under consideration.

“ As the failure to furnish this statement has been and continues to be the cause of much embarrassment and delay in their proceedings, the Commissioners would earnestly request your immediate attention to the matter, and hope that it may be in your power, without further delay, to furnish the document required.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“ (Signed,) WM. HUME BLAKE,

“ Chairman.

“ The President of the  
“ London and Port Stanley Railway Co.,  
“ London, C. W.”

“ Railway Postal Service Commission,

“ Quebec, 2nd March, 1865.

“ SIR,—The Commissioners still anxiously await to receive from you statements of the claims of the Prescott and Ottawa, Buffalo and Lake Huron, and Montreal and Champlain Railway Companies.

“ As the absence of these statements is the cause of much embarrassment and delay in their proceedings, the Commissioners would earnestly request your immediate attention to the matter, and hope that it may be in your power to furnish them within as short a delay as possible.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“ (Signed,) WM. HUME BLAKE,

“ Chairman.

“ C. J. Brydges, Esq.,  
“ Managing Director, G. T. R. Co.,  
“ Montreal.”

A letter was sent to the Honorable the Postmaster General, transmitting three copies of further continuation of printed evidence.

WM. HUME BLAKE,  
Chairman.

FRIDAY, 3RD MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received from the Post Office Department the following letter:

"Post Office Department,  
"Quebec, 3rd March, 1865.

"SIR,—With reference to the desire of the Commissioners to be informed as to when the Post Office can supply the Returns requested by the Commissioners of the weight of mails passing over the several lines of Railway in the Province, I have the honor to state by direction of the Postmaster General, that having yesterday evening communicated with the Offices of the Inspectors under whose direction these returns are being procured the Postmaster General learns that it will yet take some days to complete them.

"The absence of the Toronto Inspector in the United States to procure certain other information desired by the Commissioners will unavoidably delay the receipt of the Returns adverted to as regards that section of the Province.

"I have the honor to be,

"Sir,

"To the Honorable

"Wm. Hume Blake, &c., &c., &c.,

"Railway Postal Commission."

"Your obedient servant,

"WM. WHITE,

"Secretary.

The following telegram was sent to Mr. Brydges at Montreal:

"Quebec, 3rd March, 1865.

"The Commissioners require further instructions from the Government and information from the Postmaster General, before they can continue their examination. They cannot proceed on Saturday next. They will telegraph Mr. Brydges when they are ready.

"(Signed,)

WM. HUME BLAKE,

"Chairman."

The following letter was mailed to the General Manager of the Great Western Railway Company:

"Railway Postal Service Commission,

"Quebec, 3rd March, 1865.

"SIR,—The Commissioners have been engaged for some time, as you are aware, in taking evidence with a view to settling the rate to be paid to the several Railway Companies in this Province, for the services performed by them for the Post Office Department.

"They desire to examine you, upon several points connected with the case of the Great Western Railway Company, and especially respecting the contract for conveying the United States Mail, and any contract with the Express Company.

"They require the contracts with the Express Company, if in writing, to be produced, together with the tariff if any, and also a statement of the amounts paid to the Great Western Railway Company thereunder.

"The Commissioners require your attendance on Wednesday next, the 8th instant, at 10 o'clock, and they wish to add, that if you have any evidence to adduce in support of the claim of the Great Western Railway Company, or any statement to make, they will be prepared to receive such evidence or statement on the day named.

"I have the honor to be,

"Sir,

"Your obedient servant,

"Thos. Swinyard, Esq.,

"Gen. Man. G. W. R. Com.,

"Hamilton."

"(Signed,)

WM. HUME BLAKE,

"Chairman.

The following letter was mailed to the Managing Director of the Northern Railway:

" Railway Postal Service Commission,  
" Quebec, 3rd March, 1865.

" SIR,—The Commissioners have been engaged for some time, as you are aware, in taking evidence with a view to settling the rate to be paid to the several Railway Companies in this Province, for the services performed by them for the Post Office Department.

" The Commissioners require your attendance on Wednesday next, the 8th instant, at 10 o'clock, and they wish to add that if you have any evidence to adduce or any statement to make in behalf either of the Northern or of the Port Hope, Lindsay and Beaverton Railway, and Peterborough Branch, they will be prepared to receive such evidence or statement on that day.

" The case of the latter Company has not yet been furnished to the Commissioners nor have their tariffs as asked for.

" I have the honor to be,

" Sir,

" Your obedient servant,

" F. Cumberland, Esq.,

" (Signed,)

WM. HUME BLAKE,

" Managing Director, Northern R. Co.,

" Chairman.

" Toronto."

The following letter was mailed to the Managing Director of the Grand Trunk Railway Company:

" Railway Postal Service Commission,  
" Quebec, 3rd March, 1865.

" SIR,—The Commissioners have been engaged for some time, as you are aware, in taking evidence with a view to settling the rate to be paid to the several Railway Companies in this Province, for the services performed by them for the Post Office Department.

" The Commissioners require your attendance on Wednesday next, the 8th instant, at 10 o'clock, and they wish to add that if you have any evidence to adduce or any statement to make on behalf either of the Grand Trunk Railway Company, or of the Prescott and Ottawa, Buffalo and Lake Huron, or Montreal and Champlain Railway Companies, they will be prepared to receive such evidence or statement on the day named.

" This letter dispenses with the notice by telegraph mentioned in the telegram sent you to-day by the Commissioners.

" I have the honor to be,

" Sir,

" Your obedient servant,

" C. J. Brydges, Esq.,

" Managing Director, G. T. R. Co.,

" (Signed,)

WM. HUME BLAKE,

" Montreal."

" Chairman.

The following letter was mailed to the President of the Port Hope, Lindsay and Beaverton Railway, and Peterboro' Branch:

" Railway Postal Service Commission,  
" Quebec, 3rd March, 1865.

" SIR,—The Commissioners have been engaged for some time, as you are aware, in taking evidence with a view to settling the rate to be paid to the several Railway Companies in this Province, for the services performed by them for the Post Office Department.

" If the Company you represent have any evidence to adduce or any statement to make, the Commissioners will be prepared to receive such evidence or statement on Wednesday next, the 8th instant, at 10 o'clock, A.M.

" The Commissioners request that you will be pleased to inform them whether the Company you represent runs mixed trains only or passenger trains also.

" I have the honor to be,

" Sir,

" Your obedient servant,

" To the President of the

" (Signed,)

WM. HUME BLAKE,

" Port Hope, Lindsay and Beaverton R. Co.,

" Chairman.

" Port Hope, C. W."

The following letter was written and mailed to the President of the London and Port Stanley Railway Company :

“ Railway Postal Service Commission,  
“ Quebec, 3rd March, 1865.

“ SIR,—The Commissioners have been engaged for some time, as you are aware, in taking evidence with a view to settling the rate to be paid to the several Railway Companies in this Province for the services performed by them for the Post Office Department.

“ If the Company you represent have any evidence to adduce or any statement to make the Commissioners will be prepared to receive such evidence or statement on Wednesday next, the 8th instant, at 10 o'clock, A.M.

“ The Commissioners request that you will be pleased to inform them whether the Company runs mixed trains only, or passenger trains also ; and they further beg to repeat to you that they have not as yet received any statement of claim on the part of your Company.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“(Signed,)

WM. HUME BLAKE,

“ Chairman.

“ To the President of the  
“ London and Port Stanley R. Co.,  
“ London, C. W.”

The following letter was mailed to the President of the Brockville and Ottawa Railway Company :

“ Railway Postal Service Commission,  
“ Quebec, 3rd March, 1865.

“ SIR,—The Commissioners have been engaged for some time, as you are aware, in taking evidence with a view to settling the rate to be paid to the several Railway Companies in the Province, for the services performed by them for the Post Office Department.

“ If the Company you represent have any evidence to adduce, or any statement to make, the Commissioners will be prepared to receive such evidence or statement on Wednesday next, the 8th instant, at 10 o'clock A.M.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“(Signed,)

WM. HUME BLAKE,

“ Chairman.

“ The President of the  
“ Brockville and Ottawa R. Co.,  
“ Brockville, C.W.”

The following letter was mailed to the President of the Shefford and Chambly Railway Company :

“ Railway Postal Service Commission,  
“ Quebec, 3rd March, 1865.

“ SIR,—The Commissioners have been engaged for some time, as you are aware, in taking evidence with a view to settling the rate to be paid to the several Railway Companies in this Province, for the services performed by them for the Post Office Department.

“ If the Company you represent have any evidence to adduce, or any statement to make, the Commissioners will be prepared to receive such evidence or statement on Wednesday next, the 8th instant, at 10 o'clock A.M.

“ The Commissioners in conclusion would again inform you that they have not received any statement of claim on the part of your Company.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“(Signed,)

WM. HUME BLAKE,

“ Chairman.

“ To the President of the  
“ Shefford and Chambly R. Co.,  
“ Waterloo, C. E.”

The following letter was sent to the Honorable the Postmaster General :

" Railway Postal Service Commission,  
" Quebec, 3rd March, 1865.

" SIR,—The Commissioners have the honor to request that you will be kind enough to furnish them, at your earliest convenience, with any answers you may desire to make to the statements of the Great Western, Northern, and Brockville and Ottawa Railway Companies.

" The Commissioners further beg leave to inform you that they will be prepared on Wednesday next, the 8th instant, at 10 o'clock A.M., to receive any evidence you may think proper to adduce in connection with the subject of their enquiry.

" I have the honor to be,

" Sir,

" Your obedient servant,

" (Signed,) "

WM. HUME BLAKE,

" Chairman.

" Honble. the Postmaster General,  
" Quebec."

WM. HUME BLAKE,

Chairman.

SATURDAY, 4TH MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

WM. HUME BLAKE,

Chairman.

MONDAY, 6TH MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received a letter from Mr. Brydges (3rd March, 1865, No. 36) transmitting Reports, Tariffs, and Time-Tables, of the Montreal and Champlain, and Ottawa and Prescott Railway Companies.

Received from Mr. Griffin a statement of payments made to the New York Central Railway Company by the Express Company (No. 37).

Received a telegram from the Managing Director of the Northern Railway Company (No. 38):

The following letter was mailed to Mr. Brydges :

" Railway Postal Service Commission,

" Quebec, 6th March, 1865.

" SIR,—With reference to your letter of the 3rd inst., in which you state concerning the Ottawa and Prescott, Buffalo and Lake Huron, and Montreal and Champlain Railway Companies, that you are not aware that there are any other statements which they have called for which have not been supplied with reference to these lines, the Commissioners desire to say that they have not as yet received a statement of your claim on behalf of either of these companies.

" I have the honor to be,

" Sir,

" Your obedient servant,

" (Signed,) "

WM. HUME BLAKE,

" Chairman.

" C. J. Brydges, Esq.,  
" Managing Director G. T. R. Co.,  
" Montreal."

WM. HUME BLAKE,

Chairman.



TUESDAY, 7TH MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

The following letter was sent to the Honorable the Provincial Secretary, together with a copy of the letter of the 11th February, therein mentioned:

“ Railway Postal Service Commission,

“ Quebec, 7th March, 1865.

“ SIR,—The Commissioners have the honor to enclose for your information the copy of a letter addressed by them to the Honorable the Postmaster General, so far back as the 11th of last month.

“ The Commissioners had the honor of addressing a further letter to the Postmaster General upon the same subject, on the 1st inst, but they have not yet been favored with any reply to either letter.

“ The Government must, no doubt, perceive that it is impossible for the Commissioners to fix the value of the services to be performed for the Government, unless they are informed what that service is to be.

“ The information which the Commissioners have had the honor to request, lies at the very foundation of their enquiry. It must govern not only their decision, but also the course of the enquiry upon which that decision must rest.

“ The Commissioners beg leave respectfully to request that the Government will be pleased to furnish them with the necessary information at their earliest convenience.

“ I have the honor to be,

“ Sir,

“ Your obedient servant,

“ (Signed,)

WM. HUME BLAKE,

“ Chairman.

“ The Honorable

“ The Provincial Secretary,

“ Quebec.”

A letter was written to the Honorable Malcolm Cameron, requesting his attendance to give evidence before the Commissioners, on Thursday, the 9th instant, at 10 o'clock, A.M.

WM. HUME BLAKE,

Chairman.

WEDNESDAY, 8TH MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Mr. Brydges and Mr. Griffin attended before the Commissioners.

WM. HUME BLAKE,

Chairman.

THURSDAY, 9TH MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Mr. Brydges, Mr. Griffin, and the Honorable Malcolm Cameron attended.

The Honorable Malcolm Cameron was examined.

WM. HUME BLAKE,

Chairman.

FRIDAY, 10TH MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received from Mr. Brydges a letter (8th March, 1865, No. 39) stating claims on

behalf of the Montreal and Champlain, Buffalo and Lake Huron, and Ottawa and Prescott Railway Companies.\*

Received from the Provincial Secretary a letter (9th March, 1865, No. 40) acknowledging receipt of letter of 7th instant.

Received a letter from the London and Port Stanley Railway Company (7th March 1865, No. 41) stating their claim.†

A. Brunel, Esquire, attended before the Commissioners.

WM. HUME BLAKE,  
Chairman.

SATURDAY, 11TH MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received from the Brockville and Ottawa Railway Company a letter (4th March, 1865, No. 42) in answer to letter of 3d instant.

A. Brunel, Esquire, attended before the Commissioners.

A letter was sent to Walter Shanly, Esquire, requesting his attendance to give evidence on Monday next at 10.30 A.M.

WM. HUME BLAKE,  
Chairman.

MONDAY, 13TH MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Messrs. Griffin, Swinyard, Cumberland and Brydges attended before the Commissioners.

Mr. Swinyard's examination was commenced.

Mr. Shanly attended, and his examination was commenced.

WM. HUME BLAKE,  
Chairman.

TUESDAY, 14TH MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received from the Postmaster General the following letter (No. 43):

"Quebec, 14th March, 1865.

"SIR,—I am informed that A. Brunel, Esquire, can give important information upon the subject of the Enquiry upon which you are now engaged. I therefore respectfully request that he be examined.

"W. P. HOWLAND,  
"Postmaster General.

"Honorable

"W. H. Blake, Chairman,  
"Railway Postal Service Commission."

Mr. Griffin, Mr. Swinyard, Mr. Brydges, Mr. Cumberland and Mr. Brunel attended. Mr. Swinyard's examination was resumed.

WM. HUME BLAKE,  
Chairman.

WEDNESDAY, 15TH MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

\* Printed, as the Case of the said Railways in Appendix No. 1.

† Printed, as the Case of the said Company in Appendix No. 1.

Mr. Griffin, Mr. Brydges, Mr. Swinyard, Mr. Cumberland and Mr. Brunel attended.  
Mr. Brunel was examined.

WM. HUME BLAKE,  
Chairman.

THURSDAY, 16th MARCH, 1865.

The Commissioners met at 10 A.M.  
Present: All the Commissioners.

Messrs. Griffin, Brydges, Swinyard and Cumberland, attended before the Commissioners.

The examination of Mr. Griffin was resumed.

Received a note from Mr. Brunel (16th March, 1865, No. 44), stating that he was too unwell to attend.

The following letter was sent to Mr. Brunel:

“ Railway Postal Service Commission,  
“ Quebec, 16th March, 1865.

“ SIR,—The Commissioners regret to hear that you are unwell. They have no wish to press for your attendance before the state of your health will permit; but as it is important that those interested should know when the examination can be proceeded with, they would be obliged by your stating at what time you think you will be able to attend.

“ I have the honor to be,  
“ Sir,  
“ Your obedient servant,  
“(Signed), WM. HUME BLAKE,  
“ Chairman.”

Received from Mr. Brunel an answer to the above stating that he expected to be able to attend to-morrow.

WM. HUME BLAKE,  
Chairman.

FRIDAY, 17th MARCH, 1865.

The Commissioners met at 10 A.M.  
Present: All the Commissioners.

Received from the Provincial Secretary a letter (17th March, 1865, No. 45), enclosing the following Order in Council upon the subject of the Commissioners' letter of the 7th instant:

“ COPY of a Report of a Committee of the Honorable the Executive Council, approved by HIS EXCELLENCY THE GOVERNOR GENERAL in Council on the 16th March, 1865.

“ On a communication from the Railway Postal Service Commissioners dated 11th ultimo, stating that for certain reasons set forth therein, they request to be informed whether it is the intention of the Government that the Commissioners should confine themselves to fixing a rate for the use of ordinary trains, or whether it is the intention that the Commissioners should fix a rate for continuous service as mentioned in the Order in Council of 12th August, 1863, or such other service as the public interest may seem to require.”

“ The Honorable the Postmaster General submits that the views of the Post Office Department as to the Description of Railway Postal Service for which the Postmaster General considered it to be desirable that the Commission should fix a value, were given to the Commissioners in the Post Office Memorandum dated 30th January last, laid before them by the Deputy Postmaster General, and alluded to by them in their letter to the Postmaster General of the 11th ultimo, that the Department adheres to those views, but does not propose to recommend that the Government should limit the Commissioners in

coming to any decision on the subject of the Railway Postal rate, within the powers granted by the Commission.

"The Committee concur in the recommendation of the Postmaster General and respectfully submit the same for Your Excellency's approval.

"Certified,

"(Signed),

WM. H. LEE,

C. E. C.

"To the Honorable

"The Provincial Secretary,

"&c., &c., &c."

Messrs. Brydges, Swinyard, Cumberland and Brunel and Mr. Griffin attended.

Mr. Griffin's examination was continued.

Mr. Brunel's examination was continued.

WM. HUME BLAKE,

Chairman.

SATURDAY, 18TH MARCH, 1865

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Mr. Brunel's examination was continued.

Mr. Shanly's examination was continued and closed.

Messrs. Griffin, Brydges and Cumberland attended.

WM. HUME BLAKE,

Chairman.

MONDAY, 20TH MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Mr. Brunel's examination was continued and closed.

Mr. Brydges was re-examined.

Mr. Cumberland was examined.

Mr. Griffin's examination was continued and closed.

WM. HUME BLAKE,

Chairman.

TUESDAY, 21ST MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Mr. Griffin and Mr. Brydges attended.

Mr. Brydges was heard in support of the case of the Grand Trunk Railway Company.

Mr. Brydges submitted a proposition, for the settlement by compromise of the difficulties between the Post Office Department and the Grand Trunk Railway Company.

WM. HUME BLAKE,

Chairman.

WEDNESDAY, 22ND MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Mr. Griffin and Mr. Brunel attended before the Commissioners.

The following letter was written to the Honorable the Postmaster General:

"Railway Postal Service Commission,

"Quebec, 22nd March, 1865.

"SIR,—The Commissioners beg to be informed whether all the proceedings

of the Commission are to be printed, and if so, what number of copies should be ordered?

"I have the honor to be,

"Sir,

"Your obedient servant,

"(Signed,) W. H. BLAKE,

WM. HUME BLAKE,

"Chairman.

"The Honorable

"The Postmaster General,

"Quebec."

The following letter and Report were sent to the Honorable the Provincial Secretary :

"Railway Postal Service Commission,

"Quebec, 22nd March, 1865.

"SIR,—I have the honor to enclose a Special Report of the Commissioners, and have to beg that you will be good enough to lay the same before His Excellency the Governor General.

"I have the honor to be,

"Sir,

"Your obedient servant,

"(Signed,) W. H. BLAKE,

WM. HUME BLAKE,

"Chairman.

"The Honorable,

"The Provincial Secretary,

"Quebec."

TO THE RIGHT HONORABLE CHARLES STANLEY, VISCOUNT MONCK, GOVERNOR GENERAL OF BRITISH NORTH AMERICA, &C., &C., &C.

"May it please Your Excellency :

"The Commissioners appointed to enquire into the Railway Postal Service have not as yet prepared their General Report. But Mr. Brydges having submitted to them a proposition in the nature of a compromise, on behalf of the Grand Trunk Railway Company, the Commissioners think that it may be useful to report that proposition separately, for the information of Your Excellency, together with their opinion thereon.

"Mr. Brydges proposes to enter into a contract with the Post Office Department for a period of five years from the 31st instant.

"The service is to consist of a train between Sarnia and Quebec, each way daily, Sundays excepted. These trains are to leave Sarnia and Quebec respectively each evening, and are to run through continuously.

"There is to be, in addition, a night train between Montreal and Toronto, each way daily, Sundays excepted. These trains are also to run continuously in connection with a day train between Sarnia and Toronto, so as to give a second continuous service between Montreal and Sarnia.

"The above trains are to stop at such stations as may be designated by the Post Office Department.

"Upon all branches one train at least is to be despatched each way daily, Sundays excepted, which is to stop at all stations.

"In addition to the above the Post Office Department is to have the use of every other passenger train which may be run by the Company during the contract, and the Company obliges itself to attach a Post Office car to each train if required thereto by the Post Office Department.

"The Post Office compartment is to consist of a space of sixteen feet long (instead of twelve feet as heretofore) by the width of the car. These compartments are to be fitted up according to a specification to be furnished by the Post Office Department, and to be comfortably heated and lighted.

"The Officers of the Post Office are to be carried in the Post Office Compartment free of charge, and free passes are to be issued as heretofore.

"The price to be paid under this contract is to include the ocean mail service between Montreal and Quebec, and between Montreal and the boundary line, as at present performed. This includes a special train from Quebec to Montreal whenever the steamer arrives more

than five hours before the departure of the regular train. But whenever special trains are run between Portland and Montreal by direction of the Post Office, such trains are to be paid for between Portland and the boundary line as special trains at \$1 per mile.

"All side service is to be performed by the Company. This includes the carriage of the mails between all stations, terminal or otherwise, and the various Post Offices. It is to be performed under the present classification and regulations of the Post Office Department, unless altered with their consent.

"In consideration of the above service the Government of Canada is to pay the Grand Trunk Railway Company the following sums by equal quarterly payments, that is to say:

|                                       |                    |
|---------------------------------------|--------------------|
| From April, 1865, to April, 1866..... | \$150 00 per mile. |
| " 1866, " 1867.....                   | 152 50 "           |
| " 1867, " 1868.....                   | 155 00 "           |
| " 1868, " 1870.....                   | 157 50 "           |
| " 1869, " 1870.....                   | 160 00 "           |

"The rate to be paid for the service performed by the Grand Trunk Railway Company since 1858 is to be calculated upon the rate of \$150 per mile, deducting therefrom the side service and the special ocean service.

"It thus appears that the service proposed by Mr. Brydges is a special service well adapted to the convenience of the public and the requirements of the Post Office Department; that the Post Office Department is to have use of all additional trains run by the Company, which, although not necessary now, may be highly important before the expiration of the contract; that the carriage accommodation (which Mr. Griffin reports as insufficient even now on many parts of the road) is to be increased by one-fourth; that the contract includes the bag service, which Mr. Mowat estimates at \$7000 per annum on the Grand Trunk Railway; and that the Company undertake the side service and the Ocean Mail Service, which have hitherto cost the Department about \$34,000 per annum.

"Upon the grounds above stated, and keeping in view the special claims of the Grand Trunk Railway Company, to be mentioned in their General Report, and considering the whole matter in the light of the evidence laid before them, the Commissioners are of opinion that a contract based upon the proposition of Mr. Brydges would be advantageous to the public service.

"(Signed,)

"WM. HUME BLAKE,  
"CHAS. D. DAY,  
"G. W. WICKSTEED.

"Quebec, 22nd March, 1865."

A telegram (No. 47) was received from Mr. Brydges requesting to be furnished with a copy of his letter of yesterday.

WM. HUME BLAKE,  
Chairman.

THURSDAY, 23RD MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

A copy of Mr. Brydges' letter of the 21st instant was mailed to him in compliance with his telegram of yesterday's date.

Received a letter (23rd March, 1865, No. 48) from the Provincial Secretary, acknowledging the receipt of the Special Report of the Commissioners of the 22nd instant.

WM. HUME BLAKE,  
Chairman.

FRIDAY, 24TH MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received a letter from the Post Office Department (24th March, 1865, No. 49) enclosing a copy of the following Order in Council:

"COPY of a Report of a Committee of the Honorable Executive Council, approved by HIS EXCELLENCY THE GOVERNOR GENERAL in Council, on the 23rd March, 1865.

"On a letter from the Honorable W. H. Blake, Chairman of the Railway Postal Service Commission, requesting to be informed whether all the proceedings of the Commission are to be printed, and, if so, what number of copies should be ordered.—

"The Honorable the Postmaster General submits that, inasmuch as it has been already ordered that the evidence taken before the Commission should be printed, but little additional cost will be incurred by printing the whole of the proceedings, he therefore recommends that the whole of the proceedings be printed, and that the usual number of copies for distribution in Parliament be ordered.

"The Committee submit the above recommendation for Your Excellency's approval.

"Certified.

"To the Honorable  
"The Postmaster General,  
" &c., &c., &c.,  
"Quebec."

"(Signed),

W. H. LEE,  
C. E. C.

WM. HUME BLAKE,  
Chairman.

SATURDAY, 25TH MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

Received a letter from C. W. Moberly, Esq., on behalf of the Northern Railway Company (23rd March, 1865, No. 50) enclosing affidavit of Hon. J. C. Morrison.\*

The following letter was sent to the Hon. the Postmaster General:

"Railway Postal Service Commission,  
"Quebec, 25th March, 1865.

"Sir,—The Commissioners beg to be informed whether any additional car space is required upon any of the Railways.

"I have the honor to be,

"Sir,

"Your obedient servant,

"The Honorable  
"The Postmaster General,"  
"Quebec."

"(Signed),

WM. HUME BLAKE,  
"Chairman.

WM. HUME BLAKE,  
Chairman.

MONDAY, 27TH MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

WM. HUME BLAKE,  
Chairman.

TUESDAY, 28TH MARCH, 1865.

The Commissioners met at 10 A. M.

Present: All the Commissioners.

Received from Mr. Cumberland a letter (24th March, 1865, No. 51) with enclosures.

Received from the Honorable the Postmaster General the following letter:

"Post Office Department,  
"Quebec, 27th March, 1865.

"SIR,—I have the honor to acknowledge the receipt of your communication of the

\* This Affidavit is printed with the Evidence in Appendix No. 2.

25th instant, stating that the 'Commissioners beg to be informed whether any additional car space is required upon any of the Railways.'

"The space heretofore afforded for Post Office purposes has not been uniform on either of the main lines of Railroad, varying, as I am informed, from eight to fourteen feet in length of the car, and in some cases only occupying a portion of the width of the same.

"The space thus allotted in many of the cars on the main lines of the Grand Trunk and Great Western Railways, has not been sufficient to meet the requirements of the Public Service.

"On the Grand Trunk Railroad from Quebec to Sarnia, and from Montreal to the Boundary Line, from Montreal to St. Johns on the Montreal and Champlain Railroad, and from Suspension Bridge to Windsor, and from Hamilton to Toronto on the Great Western Railway, the space provided should not be less than fifteen feet in length by the whole width of the same, or one third of a car forty-five feet in length.

"A space of thirteen feet in length upon all the other roads would be sufficient to meet the requirements of the service.

"I have the honor to be,

"Sir,

"Your obedient servant,

"The Honorable

"Wm. H. Blake,

"&c., &c., &c.,

"Chairman, Railway Postal Commission."

"W. P. HOWLAND,

"Postmaster General.

WM. HUME BLAKE,

Chairman.

WEDNESDAY, 29TH MARCH, 1865.

The Commissioners met at 10 A.M.

Present: All the Commissioners.

The following letter was sent to the Honorable the Provincial Secretary, together with the report and account therein mentioned:

"Quebec, 29th March, 1865.

"Sir,—I have the honor to enclose herewith the General Report of the Railway Postal Service Commissioners, and have to beg that you will be so good as to cause the same to be laid before His Excellency the Governor General in Council at your earliest convenience.

"The accounts of the Commission are also enclosed herewith.

"I have the honor to be,

"Sir,

"Your obedient servant,

"(Signed,)

WM. HUME BLAKE,

"Chairman.

"The Honorable

"The Provincial Secretary."

WM. HUME BLAKE,

Chairman.



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# APPENDIX No. 1.

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## CASES, & C.

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GRAND TRUNK RAILWAY OF CANADA.

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POSTAL SERVICE.

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Memorandum of the grounds of the Company's claim, drawn up for the Commissioners appointed to enquire into the matter.

The Government of Canada having, on the 15th November last, passed a Minute of the Executive Council, recommending that a Commission be appointed to examine into the rates of payment to be made for the Carriage of Mails by Railway, and such recommendation having been approved by His Excellency the Governor General, a Commission, dated December 10, 1864, was appointed under the Great Seal of the Province, to enquire into the general question of the Railway Postal Service, especially as regards the Grand Trunk Railway, and of any other Railways which may have formally protested against the sum hitherto allowed for the Carriage of Mails.

The Commission being thus constituted, it becomes the duty of the Representative of the Grand Trunk Company to place the matter in as clear and concise a form as possible, so that the matter may be brought to the earliest possible decision.

In order to arrive at a correct understanding of the question submitted to the Commissioners, it will be necessary to enter into a statement of the case, which has been prominently before the Government and Legislature of the country for upwards of three years past.

A great deal of correspondence has already taken place upon the subject between the Government of Canada and the Grand Trunk Railway Company, and much of this has already been printed and laid before Parliament. It will not be necessary to go over the whole of the ground covered by the correspondence here referred to, but it will be the object of this Memorandum to bring forward, in the most concise way possible, the particular points involved in the controversy, so as to present the case in the shortest possible compass for the information of the Commissioners. It is hoped that the great importance of the case, involving a sum of between £2,000,000 and £3,000,000 sterling, will excuse the length to which this statement must of necessity extend.

The Grand Trunk Railway of Canada was chartered by various Acts of the Legislature, commencing in the year 1852.

This legislation followed certain enactments which had previously been placed on the Statute Book, providing for the construction of a Main Trunk Line of Railway from the Western confines of Canada to the Atlantic Ocean at Halifax, which Acts pledged the country directly through the Government, and indirectly through the various Municipalities along the line of road, to provide interest on the entire amount of the capital that had to be provided to construct this great work.

The intentions of these Acts were not actually carried into effect, the Government of Canada, in the year 1853, having succeeded in making arrangements with capitalists and others in England, by which the construction of the Grand Trunk Railway, from Quebec to Sarnia, was obtained upon [2] * terms which did not involve calling upon the Province to so large an extent as was contemplated by the Acts previously passed.

Under the arrangements made in 1853, work was commenced upon the Grand Trunk Railway, and proceeded for some considerable time until, owing in part to the injurious effects of the Russian War with England, deficient harvest in Canada, and other disturbing circumstances, the Grand Trunk fell into considerable financial difficulties, and various Acts were passed by the Canadian Parliament with reference to the position of the Company, and its arrangements with the Province.

Without attempting to enter into any lengthened details as to the various phases through which the negotiations relative to these Acts passed, it may be sufficient to say that the present amount invested by Canada in the Grand Trunk is £3,112,500 sterling, which is less than 19 per cent. of its actual cost, as shown by the latest accounts published by the Company, leaving out of the question the cost of the leased lines in the United States.

It is only right here to state that such amount of £3,112,500 is very far below the sum that would have had to be expended by the country under provisions of the Acts to which reference has already been made, and which were passed during the years 1849-'50.

It is also to be observed that in the original conception of the Grand Trunk, many things were not contemplated which have since been executed. For instance, the Victoria Bridge. This Bridge, which is less than two miles in length, has cost nearly £1,500,000 sterling, or at the rate of nearly £750,000 sterling per mile. Neither in the original undertaking was contemplated the construction of such works as the line from Quebec to Rivière du Loup, 110 miles, costing not less than £580,000—nor that from Arthabaska to Three Rivers, 36 miles, which has cost the Grand Trunk Company nearly £330,000 sterling—neither of which are likely for a long time to come, to pay the expense of working them—as well as subscriptions amounting to £100,000 sterling to subsidiary lines in Canada West, which have been expended by the Grand Trunk, without its having ever yet received one farthing of interest on these large sums.

There has also been entailed upon the Grand Trunk Company, as a part of the arrangements, the construction of a line of 22 miles, from St. Mary's to London, at a cost of nearly £200,000 sterling, which, although of great advantage to the section of country through which it passes, and important to London by connecting it with the entire system of the Grand Trunk Railway, was not an original part of the scheme.

Taking these various matters into consideration, and looking at the extreme paucity of the traffic now existing on the line from Richmond to Rivière du Loup, a distance of 200 miles, it is certainly a safe statement to make that the various works which have been here referred to, and which were not included in the original conception of the Grand Trunk Railway, but which have proved of vast benefit to Canada, have amounted to a sum equal to the entire assistance which has been rendered by Canada to the Grand Trunk Company. It cannot, on the other hand, admit of a moment's doubt that the construction of that Railway, from one end of the Province to the other, has not only enormously increased the value of every acre of land within a reasonable distance of the line, but has been productive of the greatest possible benefit to the community at large, in opening up to them throughout the year markets for their commodities, and placing them daily in communication with the various parts of the Province and with the neighbouring country.

These matters are not alluded to here for any other purpose than to point out strong moral grounds affecting the question of the remuneration [3] for postal services, and as having a very great and important weight in arriving at a fair and dispassionate consideration as to what Canada ought to pay to the Grand Trunk Company for carrying on that service.

Leaving then this question upon the general considerations which have been thus briefly adduced, it may be necessary here to state that in the year 1861 the Grand Trunk Company, which since the difficulties caused by the Crimean War had been settling into

* The figures in brackets refer to the page of the Memorandum as referred to in the Evidence.

a state of considerable financial confusion, had at length found the pressure upon it so great, as to lead to a suspension of its obligations to its Bondholders.

The amount now expended on the Grand Trunk Railway is upwards of £16,000,000 sterling, of which, as has already been explained, £3,112,500 has been advanced by the Province to aid in the construction of the works.

The Grand Trunk Company got into serious financial difficulties as early as the year 1859. At that time a large portion of its works were incomplete—the extension to the Western frontier at Sarnia was unfinished—the Victoria Bridge required a very large expenditure in order to complete it—and various portions of the then open parts of the Grand Trunk Railway required considerable outlay to finish them, and to place them in a position adequately to meet the demands of the travelling and trading community, as well as to provide sufficient stations and rolling stock.

If the Company could then have foreseen the approaching depressed condition of financial affairs in Canada, they would have had no resource but to state their inability to meet the difficulties which presented themselves, and to have told the Government and the people of Canada that however anxious they were to complete the Railway, and provide it with sufficient rolling stock, that the circumstances of the case had become too serious to be longer continued, and that as such a large extra expense, not originally contemplated, had been forced upon the Grand Trunk Company, they had no course open to them but to suspend the further prosecution of the works until such time as arrangements could be made for providing the necessary funds to carry them on.

At the time spoken of, very large amounts of money were required for the purposes stated.

Those most largely interested in the Grand Trunk, instead of taking that course and bringing matters to the position which would have resulted, preferred to carry on the works, entirely themselves, with very large and serious personal responsibilities, rather than that any charge could by any possibility be made against them: that they had shrunk from their engagements, even although they had as they believed been in fact abrogated, by forcing upon the Company the construction of works which were not originally contemplated. The result was that the works continued to progress, and during the early part of the year 1860 the line opened to Sarnia, the Victoria Bridge was also opened, and the entire line from Rivière du Loup to Sarnia, including extensions to Island Pond, and assistance to Western subsidiary lines, and the London branch, were all brought into actual operation.

Many parts of the work were however in an incomplete state, and the whole system was inadequately supplied with rolling stock and station accommodation.

These various deficiencies were supplied to the fullest extent that was possible.

The result was that by the middle of the year 1861, two years in fact after the parties interested ought in their own interest to have suspended operations, the Grand Trunk was in a comparatively complete state, although considerable outlay still remained to be expended, and considerable additions were required to its station accommodation and rolling stock.

The financial result of these various matters, showed that the Grand Trunk Company was in the middle of 1861, indebted to various parties in the sum of not less than £2,500,000 sterling, beyond the amount of capital actually raised.

A considerable portion of this indebtedness was due to parties in Canada, a large part to the Bank of Upper Canada, as well as considerable sums to various other parties in Canada, who had supplied rolling stock, built stations, and constructed work under contract, and the balance—a very large amount indeed—was due to parties in England, who had supplied money to carry on the works.

When from this state of matters, from the depressed state of trade in Canada, and the inadequacy of the traffic returns, it became apparent that it was impossible any longer to hope that the Company could meet its engagements, the Bondholders of the Company were notified that it was impossible to continue paying to them the interest due upon the Bonds which they held.

These Bonds to an amount of upwards of six millions sterling, were almost entirely held in England, and scattered through a vast proportion of the moneyed population of that country. The shock which was of necessity given to the credit of Canada, by the

failure to meet the interest on so large an amount of bonded debt, was necessarily of the most serious kind, and a heavy decline took place in all Canadian securities.

After considerable discussion amongst those interested in the Grand Trunk Company in England, and after the parties to whom the Company was indebted in the sum of £2,500,000 already spoken of, had taken the necessary steps to as far as possible secure themselves in the payment of this large debt, it appeared to be beyond all doubt that, unless some arrangement could be made by which the affairs of the Grand Trunk Company could be put upon a satisfactory footing, great and harassing litigation must inevitably ensue, which would most seriously damage the Company in every way, and put a stop entirely to all possibility of any sums being raised for the purpose of completing the unfinished portions of the work, and providing the accommodation required to carry on the traffic.

It was also placed beyond doubt that the necessary effect of this litigation, involving as it did, questions as to who was the legal owner of the rolling stock which was working the Railway, involving as well questions affecting the lines leased by the Grand Trunk Company, and upon which its rolling stock was running, and involving a variety of other matters which it is not necessary here to enter into detail about, would result in the stopping of the working of the Grand Trunk Railway, and that too at a period of the year when the navigation of the St. Lawrence and the Lakes was closed, and thus a most serious and fatal injury would be inflicted on the entire commercial operations of the whole of Canada.

To avert, if possible, such disastrous consequences, the London Directors of the Grand Trunk Railway presented a Memorial to His Excellency the Governor General of Canada, dated the 30th July, 1861 [Page 3, Blue Book No. 1], in the following terms:—

“To His Excellency the Right Honorable Sir Edmund Head, Bart., P.C., K.C.B., Governor General of British North America, &c., &c., &c.:—

“The Memorial of the undersigned, Directors, in London, of the Grand Trunk Railway of Canada, sheweth :

“That your Memorialists are the Directors, in London, of the Grand Trunk Railway, an undertaking duly constituted by several Acts of the Canadian Legislature ;

[5] “That, for some time past, the mileage of the line, extending to 1096 miles, and including the Victoria Bridge, two miles in length, has been open for traffic ;

“That, by reason of financial and other difficulties, the affairs of the Company have, for nearly two years, been in a state of great confusion ;

“That the revenue from the traffic has been inadequate to provide for leased lines and interest on Debenture obligations ;

“That the Company is in debt, to judgment and other creditors, to the extent of nearly two and a half millions sterling ;

“That, as appears by the Report of the recent Commissioners, appointed by Your Excellency in November last, the condition of the permanent way, on several sections, is defective, and requires early and extensive repair, on mere grounds of public safety ;

“That it appears also, from the Report of the same Commissioners, that there is immediate and urgent need of improved and extended station and terminus accommodation along the line, and also most urgent need of additional rolling stock, to meet the necessities of the trade of the Province ;

“Your Memorialists further represent to Your Excellency :

“That, at a large meeting of Bond and Shareholders, held at the London Tavern in this city, on the 2nd January last, a Select Committee of seven Bond and Shareholders was appointed to confer with the Directors as regards all affairs of the Company, and to consider schemes for equipping the line with plant and rolling stock, and for extricating the Company from its present difficulties ;

“Of this Committee, Robert Wigram Crawford, Esquire, one of the Members of Parliament for the City of London, became Chairman, and William Newmarch, Esq., F.R.S., Deputy Chairman ;

“This Committee have, during the past six months, diligently prosecuted the enquiries referred to them and have issued two Reports, namely, a first Report, dated 6th Feb-

ruary, 1861,—and a second Report, dated 9th July, 1861, copies of both of which are forwarded with this Memorial for the information of Your Excellency;

“At a meeting of Bond and Shareholders, held at the London Tavern in this city, on the 9th July instant, the scheme of re-organization and financial relief proposed by the Select Committee in their second report was adopted, by no more than five or six dissentients, and the following further Resolution was also adopted unanimously by the same meeting, namely: ‘That, having regard to the urgency and importance of the case, the Directors be requested to appeal to the Canadian authorities, and to take such steps as they consider necessary, with a view to the earliest possible legislation in respect of the several matters referred to in the Reports of the Directors and Committee’;

“Your Memorialists desire to represent to Your Excellency that no further steps can be taken towards the re-organization and relief of the Grand Trunk Railway Company, until the scheme adopted at the meeting of the 19th July instant has been submitted to the Canadian Legislature;

“Your Memorialists also desire to draw the particular attention of Your Excellency to the circumstance that, the members composing the only legal Board of the Company, namely, the Directors acting at the head offices at Montreal, have tendered their resignations, and only remain in office until successors are appointed;

“Among the most important of the recommendations contained in the second Report of the Select Committee and adopted at the recent meeting are:

“(1) Proposals for raising, in England, a sum of £500,000 sterling, for the purpose of fully completing and equipping the line; and

“(2) Proposals for applying to the Canadian Legislature to capitalize, for a present sum of one and a half millions sterling, in Province Bonds, the payment to be made to the line for postal and military service during the next ensuing 25 or 30 years.

“It is also a proposal of the Select Committee that immediate and urgent efforts should be made to give effect to these measures, in such a manner as to ensure for the autumn trade of Canada for the present year, 1861, reasonably improved and augmented accommodation, as regards rolling stock and other appliances necessary for the convenience, encouragement and safety of the traffic.

“Your Memorialists have further to represent to Your Excellency that, considering the accumulated embarrassments and the perplexing and ever-growing litigation to which the Line is now exposed and must continue to be exposed until the general scheme of re-organization, adopted on the 19th July instant, can be carried into execution, your Memorialists remain from day to day in constant apprehension that, to the infinite loss and detriment of the Province as well as of all other parties concerned, the daily traffic along the line may be suspended;

“Adverting to the facts and premises herein set forth, your Memorialists desire most respectfully to apply to Your Excellency in Council to summon together the Parliament of the Province at the earliest possible date, at a date which your Memorialists venture most [6] respectfully to suggest should not be later than the first week in September next; and your Memorialists further venture most respectfully to suggest, that among the earliest business of the proposed Session should be the consideration of the scheme of re-organization and relief which, by Resolutions already recited, your Memorialists were directed by the meeting of the 19th July instant to submit to the Canadian authorities, with a view to the earliest possible legislation;

“Your Memorialists desire most respectfully, in conclusion, to rest this appeal to Your Excellency in Council on the three following principal considerations, namely:

“(1) The necessity for an early decision of the Parliament of Canada as regards the raising, at once, in England of a sum of £500,000 sterling, for the purpose of completing and equipping the line;

“(2) The necessity for an early decision of the same Parliament as regards re-organizing the constitution and management of the Company, and capitalizing the payments for Postal and Military Subsidy; and

“(3) The necessity for early legislative measures, directed to the removal of the accumulating embarrassments and the harassing litigation which threaten to render the daily working of the line impossible;

"And your Memorialists, as in duty bound, will ever pray.

(Signed,)

" THOMAS BARING,
 " GEORGE CARR GLYNN,
 " K. D. HODGSON,
 " WILLIAM CHAPMAN,
 " H. WOLLASTON BLAKE.

"Offices of the Grand Trunk Railway Company of Canada,

"21 Old Broad Street, London, E. C.,

"30th July, 1861."

It will be seen from the perusal of this Memorial that three main objects were contemplated, one of which was the re-organization of the affairs of the Company, in such a way that all litigation in regard to the rights of creditors should be absolutely ended, and, for a defined period, the rights of Bondholders, in regard to foreclosing their claims for interest not paid, was to be taken away from them by Act of the Canadian Parliament.

The second object was, authority from Parliament to further limit the rights of the Bondholders, by authorizing the issue of Bonds, placed ahead of all existing securities, to the extent of £500,000 sterling, to provide for deficient Station accommodation and Rolling Stock required to carry on the Railway;

And, thirdly, for such arrangements, in regard to the Postal Service, which had never up to that time been adequately paid for, as would provide a fund out of which the Creditors of the Company, to the extent of £2,500,000 sterling, whose rights were to be taken away from them, might receive some interest upon that large outlay, incurred, as it had been, for the benefit of the Province of Canada, in the completion of the unfinished portions of the Railway and the Victoria Bridge; and which, if they had not been so provided by such Creditors, must of necessity be borne by Canada itself.

It is hardly necessary here to argue that Canada could never have permitted the Grand Trunk Railway to remain in an incomplete state, and to have it stopping at some intermediate point between Toronto and Sarnia in the middle of a forest, or to have had the Victoria Bridge incomplete, connecting as it does the Eastern parts of Canada with the West, and forming the only possible means of communication, during winter, between the whole of Canada lying to the north of the river St. Lawrence and the Atlantic Ocean.

If, in the early part of 1859, the Grand Trunk Company had declared their entire inability to meet the demands which were then pressing upon them, and stated that they could not under any circumstances advance the amount of money necessary to finish the works referred to, it is perfectly obvious that Canada itself, in some form or under some obligation, must have [7] stepped in and provided the Securities or the means by which the necessary amount could have been obtained.

The result of the Memorial, which has just been set forth at length, was, that on the 1st of October, 1861 (page 5, Blue Book, No. 1), the Minister of Finance presented a Report to the Executive Council, which was printed for the information of Parliament.

This Report to Council, after recounting the prayer of the Memorial, states it is not "necessary to do more than advert to the disastrous consequences which would flow from a stoppage of the line: so far as it may be possible to avert such a calamity, without imperilling other and more important interests, he believes it to be the duty of the Government to recommend the Legislature to act." He then proceeds to state the then rate of payment for postal services to the Railways in Canada had been protested against by all the Railways in the Province.

He proceeds to argue that the mode hitherto adopted in fixing the rate of payment was open to considerable question, and that it was desirable that the whole matter should be reconsidered, and that inasmuch as the views of the Government and of the Company, as to the rate to be paid, widely differed, it was recommended that the whole question should be submitted to the arbitration of three disinterested persons. The Minister of Finance pointed out in his Report that it would be necessary, in connection with this measure, to secure an entire and perfect re-organization of the affairs of the Company, so that all danger to the Country of the disastrous effects which would flow from a stoppage of the Line would be absolutely and entirely removed.

It appears to have been at first proposed in England, that a period of rest extending over five years should be given to the Company, during which the rate of interest upon its

Bonds should be reduced, and all power from the holders of them to exercise any legal rights should be suspended; and the Minister of Finance expressed his opinion that such period was too short, and insufficient to allow of the recovery of the Company from the difficulties with which it was surrounded.

The Minister of Finance stated he did not consider it desirable that one of the prayers of the Memorial, for an early meeting of the Legislature, should be acceded to.

This Report was adopted by Council and a copy of it communicated to the Company. Immediately upon the receipt of this answer from the Government, the various parties interested in the Grand Trunk Railway determined to meet the views expressed by the Government, and to provide for such a thorough reorganization of the affairs of the Company as would place all risk of the stoppage of the line from any legal measures entirely out of the question. Accordingly, in the next Session of Parliament, viz., the beginning of the year 1862, an Act was introduced, which received the Royal Assent on the 9th of June in that year, and this Act was subsequently accepted precisely as it passed the Legislature by the Creditors, Bondholders, and all others interested in the Company.

This Act, to which the attention of the Commissioners is respectfully requested, commences with the following preamble:

"Whereas the interest on all the Bonds of the Grand Trunk Railway Company of Canada is in arrear, as well as the rent of the Railway leased to it, and the Company has also become deeply indebted both in Canada and in England, on simple contract, to various parties and corporations, and several of its creditors have obtained judgments against it, and much litigation is now pending; and whereas the keeping open of the Railway for traffic, which is of the utmost importance to the interest of the Province, is thereby imperilled, and the terms of a compromise have been provisionally settled between the different classes of creditors and the Company, but in order to facilitate and give effect to such compromise, the intervention of the Legislature of this Province is necessary. Therefore, &c."

The main features of the Act are:—

Firstly.—That all right of action, whatever, which the Creditors of the Company might have or had up to that time, in regard to levying for their claims upon the Rolling Stock and other property of the Company, should be absolutely ended, and every right which, as creditors, they might possess, absolutely taken from them by the authority of Parliament.

Secondly.—The existing Bondholders were placed in an inferior position to what they previously occupied, by Parliament enacting that the Company should have the right to issue £500,000 sterling of Bonds, carrying interest at 6 per cent., which should be a first charge upon the entire net profits of the Company, and to the extent of that interest of £30,000 sterling a year, injuring, of course, the Securities then held by the existing Bondholders of the Company.

Thirdly.—That all the Bondholders of the Grand Trunk, holding an aggregate of £6,500,000 sterling, should absolutely be debarred from exercising their rights and claims, not only in respect to all overdue interest then existing, and amounting to a very large sum, but also should be prevented from exercising their rights for a period of ten years from the passing of the Act, if the net Revenue of the Company was insufficient to pay them interest on the money which they had embarked in the undertaking, besides being compelled during the ten years to accept lower rates of interest.

Thus the first and second Bondholders, who held a first charge upon the property of the Company, and were entitled to interest at six per cent. upon their Bonds of £3,112,500 sterling, had their interest compulsorily reduced to five per cent. for ten years.

Bondholders, who about the date of the passing of the Act, held Bonds amounting to £500,000 sterling, the principal of which was just about to mature and the interest largely in arrear, were compelled to exchange their Bonds for Preference Shares, the interest upon which for a period of ten years was to be reduced from seven to four per cent., and their rights of proceeding, in the event of non-payment of even the reduced rate of interest, absolutely taken away from them.

In like manner, a further class of Bondholders, holding in the aggregate £3,000,000, and bearing interest at six per cent., whose Bonds matured at various periods, and the

interest upon which was then largely in arrear, were destroyed as Bondholders, and compelled to accept Preference Shares in the Company, carrying interest for a period of ten years at three per cent. instead of six, and all rights taken from them as Bondholders during such period of ten years, if the Company was unable to pay the interest even at the reduced rate.

The perfect re-organization of the financial affairs of the Company was thus provided for, as desired by the Government of Canada, and all possibility of the power of any parties, either Creditors or Bondholders, who were in a position to embarrass its further proceedings, was absolutely removed by the passing of the Act of the Canadian Parliament.

It is believed that there is no instance on record in any country, where similar proceedings have been taken, and were parties whose money had been expended in bringing a line of Railway into existence, were found ready to sacrifice their legal rights, and to take away from themselves all those protections which the law, as it existed prior to the 9th of June, 1862, afforded them.

The faith upon which all these measures were adopted, suggested by the Government itself,—on which the Act of Parliament to which reference has [9] been made was based and concurred in,—abrogating all the legal rights and powers of the Creditors and Bondholders,—was upon the Minute of Council adopted on the 2nd October, 1861 (Page 7, Blue Book No. 1), approving the Report of the Minister of Finance, that the Government of Canada would immediately refer the question of the remuneration of Postal Services to arbitration, and thus enable the Company to carry out the 1st, 2nd and 25th clauses of the Act of Parliament of the 9th of June, 1862, which provided for the payment of the debts of the Company by the issue of Postal Bonds, the interest of which was to be met by the 1st clause of the same Act, appropriating specially to that purpose the earnings of the Company for Postal and Military services.

Upon this point it is perhaps right to call attention to the letter addressed by the President and Managing Director of the Grand Trunk Company on the 21st July, 1862 (Page 23, Blue Book No. 1), the concluding paragraph of which, as well as the tenor of the entire letter, shows distinctly that the parties interested in the Company consented to allow a "large reduction in their legal rights, creditors and others postponed and delayed pressing their just claims, on the faith of the immediate settlement of the Postal question—by which alone, under the terms of the Act of 1862, the creditors could be paid—by a reference to arbitration;" in point of fact this was the basis upon which the compromise entered into by all parties was effected, and if it had not been for its being believed that the honor of the Government of Canada was pledged to that question, it is quite certain that the parties interested would not have consented to the terms of the Act of June 6th, 1862, and that in consequence the whole affairs of the Company would have been thrown into inextricable confusion, and legal difficulties rendering a stoppage of the Line as a means of communication, especially in winter, made positively certain.

It would indeed be almost impossible to imagine, if it were not in truth the fact, that in January, 1865, the question of the payment to be made for Postal Services performed by the Grand Trunk Company could, after the circumstances which have been related, be still unsettled.

It is necessary to go back a little, and to state the history of the question since the date of the Minute of the Executive Council, appointing the arbitration, of the 2nd October, 1861. That decision of the Government was communicated to the Company in a letter, from the Provincial Secretary, dated October 3rd, 1861. (Page 7, Blue Book No. 1.)

It was on the following day, October 4th, 1861 (Page 10, Blue Book No. 1), accepted by the Representative of the Company, and the arbitrator of the Company named, viz: J. W. Brooks, Esq., of Boston. In that letter of acceptance the dangers which existed to the carrying on of the working of the Line during the coming winter were distinctly pointed out, but it was stated that no effort should be wanting to keep the Line open for the benefit of the Province during the winter.

The Government shortly after this appointed the Honorable George Moffatt, of Montreal, arbitrator on the part of the Government. These gentlemen met on several occasions, and proceeded with the task intrusted to them.

In the month of May, 1862, the question of the appointment of the third arbitrator became pressing, as the two already nominated had, it was understood, approached a consideration of the question to an extent which rendered it probable that they would either speedily agree on the amount to be recommended, or the necessity would become apparent of referring their different views to a third arbitrator. The selection of the third it appears was not to be left to the two who had been already appointed, but the Government reserved to themselves the right to concur in the nomination of the person to be appointed as such third arbitrator. Communications [10] had passed between the Government and the Company upon the subject, and on the 17th May, 1862 (Page 19, Blue Book No. 1), the Representative of the Grand Trunk Company addressed the Provincial Secretary, stating the readiness of the parties interested in the Grand Trunk Company to accept Mr. Chief Justice Draper, who had been proposed by the Government as the third arbitrator in the matter. That letter was acknowledged by the Provincial Secretary on the 26th of May, 1862 (Page 21, Blue Book No. 1), and on the 9th of June, 1862 (the very day upon which the Royal Assent was given to the Act reorganizing the affairs of the Grand Trunk Company, and taking away the rights of its creditors and Bondholders), the Government addressed a communication to the Honorable Mr. Chief Justice Draper, announcing to him that he had been selected as third arbitrator, and enquiring whether it would be in his power to act in the matter. To this letter Mr. Draper, on the 11th of June, 1862 (Page 20, Blue Book No. 1), replied, accepting the appointment conferred upon him by His Excellency.

It will thus be seen that during the period between that when the Grand Trunk Company accepted the suggestions contained in the Report of the Minister of Finance of the 1st of October, 1861, and the passing of the Act on 9th June, 1862, reorganizing the affairs of the Company, that much communication passed between the Company and the Government upon the question of the postal arbitration, and that two arbitrators—one appointed by the Company, and the other by the Government—were almost continually at work enquiring into the matter which had been referred to them. Upon this point it may be as well to call attention to a letter dated May 23rd, 1862 (Page 17, Blue Book No. 1), addressed to the Postmaster General, and signed by Messrs. Moffatt and Brooks, asking for certain information in regard to the matters into which they were enquiring as arbitrators, and to the reply of the Deputy Postmaster General, written, as he states, by direction of the Postmaster General, dated May 27th, 1862; as well as the document immediately following, dated May 26th, 1862, (Page 18, Blue Book No. 1), signed by the Deputy Postmaster General, which memorandum appears to have been prepared for the purpose of being submitted to the arbitrators who were engaged in their enquiry.

It may perhaps be as well here to state that a paper dated April 21st, 1862 (Page 28, Blue Book No. 1), was prepared and laid before the arbitrators, Messrs. Moffatt and Brooks, by the latter, as embodying his views as to the rate of compensation which ought to be paid for the mail service, and also that in July, 1862 (Page 50, Blue Book No. 1), the exact day not being mentioned—the draft of a letter to Mr. Brooks in reply to his statement, was prepared by Mr. Moffatt, as containing his first impressions on the case submitted by Mr. Brooks, and which as he himself states, he should be happy to discuss with Mr. Brooks at their next meeting. It is believed that this paper was prepared by Mr. Moffatt, and ready to submit to Mr. Brooks in the beginning of the month of July, 1862.

It is now necessary to state that after all the facts which have been here set forth, showing the deliberate action taken by the Government since the passing of the Minute of Council on the 2nd of October, 1861, with reference to settling the Postal question by arbitration, and the date of the passing of the Act, when on the faith of such arbitration, and immediate settlement of the question, all parties agreed to such large sacrifices, that the Government of Canada, on the 14th of July, 1862, passed a Minute revoking the appointment of arbitrators, and putting an entire and complete stop to all further proceedings. This Minute was communicated to the arbitrators, and to the [11] authorities of the Grand Trunk Company, on the 16th of July, 1862 (Page 22, Blue Book No. 1), in the following terms:—

“PROVINCIAL SECRETARY'S OFFICE,
“16th July, 1862.

“SIR,—With reference to previous correspondence on the subject, I have the honor

to transmit to you herewith a copy of an Order of His Excellency the Governor General in Council on the subject of the remuneration to be paid to the Grand Trunk Railway Company for Postal Service.

"I have the honor to be, Sir,

"Your obedient servant,

"(Signed,) "

A. A. DORION.

"Edward Watkin, Esquire,

"Superintending Commissioner, G. T. Railway."

It will be observed that the Minute of Council and the letter of the Provincial Secretary simply announces the determination of the Government to stop the arbitration. Reference is requested to the reply from the Company, which has already been referred to, dated July 21, 1862 (Page 23, Blue Book No. 1). It will be thus seen that whilst the Company faithfully and fully adopted the views which had been set forth in the Minute of Council of October, 1861, and in consequence of this got the Creditors to abandon their legal rights, and the Bondholders to agree to an absolute suspension of their rights for a period of ten years and to large reductions in the rate of interest to which they were entitled; that within 36 days of the Royal Assent being given to the Act enforcing these concessions on the part of the Creditors and Bondholders, the Government failed to fulfil their promises, on the good faith of which the Creditors and Bondholders had undertaken all the obligations cast upon them by the Act of 1862, and thus secured for the benefit of Canada, the otherwise deeply imperilled continued working of the Grand Trunk Railway.

It is now nearly two years and a half since the Order in Council of the 14th of July, 1862, was passed by the Government, and yet in all that time, no settlement has been come to upon the Postal question, and the Creditors of the Grand Trunk Company are still without anything whatever for the large amounts which they advanced for the benefit of the Company and of Canada.

Attention should here be called to the fact that the letter of the Grand Trunk Railway Company, dated 21st July, 1862, has never been answered in any way or shape, and the statements contained in it may therefore be taken to be entirely beyond the power of the Government to meet or deny.

A meeting of the Bond and Shareholders of the Company was held in England on the 8th of August, 1862, when the announcement was made that the Government had rescinded the Order referring the question to arbitration. In consequence, one of the resolutions passed at that meeting directed the following Memorial to be presented to the Governor General of Canada (Page 6, Blue Book No. 1):—

To the Right Honorable the Governor General of Canada in Council:—

"The Memorial of the Grand Trunk Railway Company of Canada, sheweth,

"That at a meeting of the Shareholders and Bondholders of the said Company, held in London yesterday, the 8th day of August, 1862, it was resolved as follows:—

"That this meeting deeply regrets to learn that the Postal arbitration proposed by the late and acted upon by the present Government of Canada has, notwithstanding, been recently rescinded by the Governor General in Council; and regarding this act as tending to destroy confidence in the official acts of the Province, this meeting directs the Board to memorialize the Governor General in Council on the subject, not doubting that a measure of such impolicy and injustice will be recalled.

"That your memorialists respectfully refer the Governor General in Council to the communication addressed to the Provincial Secretary, signed by the President and Managing Director of this Company, and dated 21st July, 1862.

"That on the faith of the settlement by arbitration of the Postal remuneration, payable to the Company for a period of years, and of the promise of legislation in favor of the Grand Trunk Railway Company, the Grand Trunk Railway was kept open during the perilous events of the past winter.*

"That in the same faith the Bond and Shareholders of the Company agreed to large concessions, and the creditors submitted to a composition of their claims, with a view to the restoration of the credit of the concern.

"That thus a total money interest of about £15,000,000 sterling has been effected in

* The Trent year.

all its relations by the accepted proposals of the Governor General in Council, now proposed to be revoked.

"That a great number of the persons interested are resident in England, and rely for the protection of their property upon the good faith and honor of the Canadian Government.

"That those persons never could have anticipated that after an interval of nearly eleven months, in which a Session of the Canadian Parliament has been held, and during which the question of the Grand Trunk Railway has been in constant discussion, a solemn proposal, made, accepted and acted upon in reference to such enormous interests, would be revoked without notice or justification.

"That the plea that the reference of the question to arbitration is illegal, even if well founded, cannot suffice under the circumstances of this case, for the Governor General in Council can adopt, and order to be paid to the Company, the amount which the calculation of the arbitrators should show to be true.

"That as no individual can, according to the admitted legal maxim, 'take advantage of his own wrong,' it is respectfully urged that still less ought a Government, representing the honor and good faith of a great country, to make use of, at best, a technicality of law to overturn the settlement of an admitted injustice in a mode which must be regarded as just and equitable, both towards the Company and the Province, the more especially as in this case, the existing Government have proceeded to the completion of the court of arbitration itself and have acted in the enquiry.

"Your Memorialists, therefore, respectfully pray that the arrangements for arbitration may be forthwith carried out in good faith in accordance with the Order in Council of 2nd October, 1861.

"(Signed,) THOMAS BARING,
"Chairman of the London Directors and of
"Special Meeting held on 8th inst.
"J. M. GRANT,
"Sec. Grand Trunk Railway of Canada."

No answer was ever returned to that Memorial, any more than to the letter of the President and Managing Director of the Company, written in Canada, dated July 21st, 1862.

The representative of the Company continued to press for a settlement of the question, involving as its non-settlement did, such large interests, and greatly depreciating the resources and credit of the Company, and thus preventing it from providing those increased facilities which it was so essential to the trade of the country should be secured with as little delay as possible.

After many verbal discussions between the Representative of the Company and Members of the Government, the matter was again taken into consideration by the Postmaster General; and on the 29th of October, 1862, or upwards of four months after the passing of the Act of the 9th of June of that year, the Postmaster General made a Report upon the subject, which was adopted by the Executive Council on the 30th October, 1862. (Page 68, Blue Book, No. 1.)

It is necessary to call the attention of the Commissioners to the reply to that Report of the Postmaster General, dated 26th November, 1862. The Report of the Postmaster General, of the 29th October, 1862,—after entering into very considerable discussion of the question for the payment to be made for carrying the Mails on the Grand Trunk Railway,—expresses his entire inability to arrive at any satisfactory conclusion, and recommends [13] that the Governor go back to what had been agreed upon upwards of twelve months before, viz. : on the 2nd October, 1861, and refer the whole question to the arbitration of disinterested persons, after an Act of Parliament had been obtained authorizing such reference to be made.

He put forward this view on the ground amongst others that it was the manner in which these questions were usually settled in England, and that there could be no reason why the same process should not be adopted here. This was adopted by the Executive Council, who reported their concurrence in the views and recommendations submitted in the Postmaster General's Report.

The Postmaster General who had made the Report of the 29th October, 1862, ac-

cordingly introduced a Bill, providing for the reference of all questions affecting the rate of payment to be made by the Government to Railway Companies for the carriage of Mails to arbitration. A copy of this Bill, as introduced by the Postmaster General, is herewith submitted.

The Government which introduced this Bill was not able to command a working majority of the Legislature, and as difficulties were encountered in passing several of their measures, this one was not ultimately proceeded with, and remained at the close of the session on the Orders of the Day.

After the close of the session of 1863, a change of Ministry took place, and also a general election, and it was impossible to get the attention of the Government to the postal matter until some time afterwards, although every effort was made to have the question disposed of. In the changes which had taken place in the Government a new Postmaster General had been appointed, and it appears that he took the question into consideration, and on the 13th of August, 1863 (page 90, Blue Book No. 2), a letter was received from the Secretary of the Post Office Department, enclosing a copy of an Order of the Executive Council, dated the day previous, fixing certain rates of payment for the carriage of mail service.

This communication, which was not accompanied by the report of the Postmaster General, on which it was founded, and which was not made known to the Company, or communicated to the public, for many months afterwards, was immediately protested against on the 14th August, 1863, by the Grand Trunk Company, and it was stated that application would be made to the Attorney General for permission to file on behalf of the Company a petition of right, to have the whole matter in dispute brought under the consideration of the Courts of law of the country. The petition of right referred to was drawn up by the Honorable J. H. Cameron, Q.C., of Toronto, and duly presented to His Excellency the Governor General, but the fiat of the Attorney General was refused, as will be seen by the following letter from the Assistant Provincial Secretary:

“Quebec, 13th October, 1863.

“SIR,—I have the honor to inform you that His Excellency the Governor General has had before him the petition of right of the Grand Trunk Railway of Canada, under date of the 1st instant, signed by the Honorable J. H. Cameron. His Excellency directs me to state that he is advised that the opinion of the Honorable Attorney General for Upper Canada is adverse to the granting of the fiat prayed for in that petition; under these circumstances His Excellency must decline to accede to the prayer of the petition.

“I have the honor to be,

“Sir,

“Your most obedient servant,

“(Signed,)

E. MEREDITH,

“Asst.-Secretary.”

“C. J. Brydges, Esquire.”

[14] This was just at the close of the session following the general election of 1863, and although the matter was pressed whenever the opportunity presented itself, nothing was done.

Another change of Ministry took place early in 1864, but any action was prevented by the evenly balanced state of political parties, resulting in the creation of a partially new Ministry, and the consequent derangement of business for a time.

The discussion of the Confederation question, and the consequent absence of leading Members of the Government from Canada in the Lower Provinces, prevented the Postal matter being taken up, but on their return the question was again pressed upon their consideration, and after a good deal of verbal discussion by the Representative of the Company before the Executive Council, the present Commission has been appointed, and the matter is now, it is to be trusted, nearing a final decision.

This history of the case will put the Commissioners in possession of the circumstances which have arisen since the Company fell into financial embarrassment, and will, it is respectfully submitted, entitle the claim on the part of those interested in the Grand Trunk Company as Creditors and Bondholders, to a fair and liberal consideration, inasmuch as whilst they, the Creditors and Bondholders, have abandoned all the rights to which

they were entitled, the ground upon which such abandonment was forced upon them has been hitherto not carried out by the Government, and the consequence has been, not only very serious loss and injury to them, but great loss to the general credit of the concern by the difficulties and delays which have been here set out.

Having premised this statement it will now be the duty of the Company to proceed to discuss the question as to what is a proper amount to be paid to the Grand Trunk Company for the carriage of mails.

The attention of the Commissioners is respectfully called to documents which have already been referred to, one dated April 21st 1862 (Page 28, Blue Book No. 1), containing the grounds upon which Mr. Brooks, the arbitrator for the Company, submitted his case to the consideration of his brother arbitrator. Then the draft of a paper drawn up by Mr. Moffatt, dated July, 1862 (Page 50, Blue Book No. 1), containing his first impressions of the case, after considering Mr. Brooks' statement, and which he had put upon paper for the purpose of discussing them with Mr. Brooks, when they met, and comparing notes. It is also necessary here to call attention to a paper dated the 13th of August, 1862 (Page 54, Blue Book No. 1), sent to the Government of Canada, pointing out certain inaccuracies into which the Hon. Mr. Moffatt had fallen, and which inaccuracies clearly demonstrated the fact that the conclusions arrived at by Mr. Moffatt were entirely inadequate.

It is necessary to notice that this paper dated August 13th, 1862, was sent directly by the Company to the Government, because on the 14th July previous, the arbitration had been broken up, and it was only after it had been so disposed of, that the papers of the different arbitrators were placed before the Company, and they thus had an opportunity of pointing out the errors into which Mr. Moffatt had fallen.

It may perhaps be hardly necessary to dwell upon the importance of Railway transport to the Mail Service of the country, but it can do no harm to put into this statement extracts from the reports of different Postmaster Generals, pointing out the great advantages to the country which were derived from the fact that the Mail Service was carried on by Railways instead of by the old means of conveyance.

[15] Thus the report for the year ending March 31st, 1856, contains the following passages:—

"The sections of the Grand Trunk Railway lying between Brockville and Toronto became available for mail transport in October, 1856; and thus, by uniting at Toronto with the Great Western, completed the line of postal communication by railway between Quebec, in the east, and Windsor, in the extreme west. This, therefore, appears to be an appropriate time to draw attention to the effect of this change in the acceleration of the mails, especially in the winter season; and the following comparative statement will show what the time occupied in the conveyance of a letter was in the winter, only four years since, between Quebec and some of the principal cities and towns to the westward, and present course of post by railway mail:—

	" In 1853.	In 1857.
" Quebec to Windsor.....	10½ days	49 hours.
" London.....	9 "	45 "
" Hamilton ..	8 "	42 "
" Niagara	8 "	50 "
" Owen Sound	10 "	3½ days.
" Guelph	9 "	51 hours.
" Toronto	7 "	40 "
" Cobourg	6 "	36 "
" Belleville	5 "	34 "
" Kingston	4 "	31 "
" Brockville.....	3 "	29 "
" Ottawa	3 "	34 "

"The advantage thus gained between the more distant points applies also to the reduction of the time occupied in conveyance between intermediate places, and will be shared, in a greater or lesser degree, by nine-tenths of the whole correspondence of the Province; for at least that portion of the letters conveyed by mail partake in the benefit of Railway transport. Besides this gain, in speed, further important advantages are reaped, in the com-

parative immunity of railway mail conveyance from the irregularities, the damages from exposure to the weather, and other causes of injury unavoidably incidental to the transport of heavy mails by stage or waggon over the ordinary roads of the country, and above all, in the greater security from robbery or loss whilst *en route*."

And again, in the report for the year ending September 30th, 1857 :

"The Railway Mail Service has been performed with satisfactory regularity during the past year, and now extends over 1,418 miles of Railway Mail route, of which 3,145 miles have a service of not less than two mails a day each way.

"On all the more important Railway Lines the mails are carried in post offices fitted up in a convenient portion of a railway car, and especially appropriated for their reception ; and these Railway post offices are in charge of Post Office clerks who travel with the trains, and assort, distribute, and otherwise prepare the mails and collect letters whilst *en route* to and from the several points on the line.

"The Railway Mail organization is fast assuming the proportions of a separate and most important branch of the establishment. Already more than 40 clerks are specially employed in the Railway Post Office Service, travelling each clerk from 600 to 1000 miles a week, in the performance of the above described duties.

"The duties assigned to the Railway Mail Clerks are extremely arduous, and require for their efficient performance a more than usual degree of intelligence and readiness in the persons employed, combined with accurate general knowledge of Post Office duties and regulations, strict integrity and propriety of demeanor, under circumstances which subject these qualifications to unusually severe tests, and physical capability to endure the very considerable bodily fatigue and exposure which naturally attach to the employment."

And in the Report for the year ending September 30th, 1859 :

"The Mails have been conveyed by the Contractors during the past year over the various post routes in the Province with very praiseworthy fidelity. The irregularities have been infrequent and of a minor character, and it has therefore been necessary to impose but few fines for defaults.

"Much of the satisfactory condition of this branch of the service is undoubtedly attributable to the enjoyment of the advantage of Railway transport for all the mails over all the great leading lines of post route,—for the punctuality of movement given by Railway conveyance to the connecting links of mail travel, and the regular delivery secured at all the principal points by a description of conveyance but little influenced by the variations of weather or of the seasons, as a matter of course greatly facilitate the observance of punctuality in the transport of the mails over the country post routes, and lead to a comparative regularity in mail service generally, not attainable in former years."

[16] It may also, perhaps, be as well to call attention to the great increase which has taken place not only in the Postal communication throughout the country, but in the consequent revenue which the Post Office Department has derived from such increased facility of communication. The Railway Mail transport may be considered to have been introduced into the country in the year 1853. It will therefore be fair to take the business and Revenue of the Post Office Department for the year 1852, before any Railways were opened, and compare it with the business of the year 1863, when the Railway system may be said to have been complete :

The following table will exhibit the great changes that have taken place :

	1852.	1863.
Number of Miles of Post Route.....	8,618	15,327
Letters by Post.....	3,700,000	11,000,000
Postal Revenue.....	\$230,629	\$759,475

It will thus be seen that the increase in the number of letters is about 300 per cent., and in the POSTAL REVENUE NEARLY 330 PER CENT.

The Postmaster General's Report for the year ending March 31st, 1856, states that nine-tenths of the whole correspondence of the Province partakes of the benefit of Railway transport.

It is not intended to assume that the above increase is entirely owing to improved

means of communication afforded by Railways, but there is no doubt that a very large proportion of the increase is due to that fact, combined, of course, with another important fact that the existence of Railway communication has drawn large numbers of persons to the country, has in that way increased the population, and undoubtedly increased the wealth of the country, and, of course, therefore tended to the benefit not only of Canada as a whole, but of the Post Office Department in particular.

As an illustration of this, it may be stated as showing the important benefit which Railways have been to the country, that it appears, from the Post Office statistics, comparing the number of letters in 1852 and 1863 with the population of those respective periods, and that each person in the Province is now writing double the number of letters that was the case before the introduction of the Railway system. It may also be stated as one of the effects of the introduction of the Railway system—improving the value of lands, increasing the value of the products of those lands, and in a variety of ways adding to the wealth of the country,—that although the population, since the introduction of Railways, has increased upwards of 40 per cent., the importations per head of the population are in value now \$18.50, as compared with \$17.50 per head of the population ten years ago, whilst the exports during the same period of time have risen from \$13 per head of the smaller population, to \$17 per head of the present largely increased population. The wealth of the country is, therefore, largely increased.

Whatever, therefore, may be said in regard to the railway system of the country, it is quite clear that facts conclusively prove, both in regard to the Postal facilities afforded and availed of by the population, the Revenue derived by the Post Office Department from mail matter, the increase in population, the increased value of importations per head of the population, and also the increased value of the exports per head of the population, that the railway system has conferred advantages upon Canada which have enabled it to occupy the position which it now does, and without which system it certainly would not have progressed in the remarkable manner which it has done.

Having made these general remarks, it may be well now to point out the rates of payment which are made in the other countries to Railway Companies [17] for the transport of mails. In England, as the Commissioners are no doubt aware, the law authorizes and requires all questions of difference between Railway Companies and the Post Office Department, in regard to the payment for the carriage of mails, to be referred to arbitration, the Government nominating one arbitrator and the Company the other, and these two appointing a third, whose decision is final and binding upon the parties. Many of the cases are settled without difficulty by mutual agreement between the Government and the Companies, but in a great many cases the matter is referred to arbitration in the way already described.

In 1854, since which time the rates of payment by the Post Office Department in England to Railway Companies has increased, a Return was laid before a Select Committee of the House of Commons, showing the rates of payment made by the Post Office Department to the different Railway Companies in the United Kingdom, and showing also the mode in which the settlement had been arrived at.

The Grand Trunk Company has no information of any Return similar to this laid before the British Parliament at a later date, but inasmuch as in the year 1854, the Railway system in England was in a far more complete and profitable condition to the parties who had brought that system into operation, than is at present the case in Canada, it will certainly not be unfair to the Post Office Department to take that Return as the basis of the payments made in England, the Company believing that a due consideration of all the circumstances would show that the existing position of affairs in Canada would require considerable addition to be made to the scale of pay adopted in England at the date of the Return referred to.

From this Return it will be found that on the York and Berwick Line the Mail Service is paid for at the rate of three shillings sterling (3s.) per mile run.

As there are now trains running upon the Grand Trunk of Canada carrying mails, performing an aggregate of nearly one million of miles per annum, it would follow that a similar rate of payment here, would give the Grand Trunk Company \$750,000, or at the rate of at least \$750 per mile per annum.

On the London and North Western Railway, between London and Birmingham, the rate paid is about (2s. 4d.) two and four pence sterling per mile run. That was settled by

agreement between the Company and the Government without the necessity for arbitration. On the mileage of trains carrying mails on the Grand Trunk Company, the same rate would give about \$600 per mile per annum.

On the London and Dover Railway the rate paid was (2s. 3d.) two and three pence per mile. If applied to the trains carrying mails on the Grand Trunk Railway, this would give nearly \$600 per mile per annum. The two last lines mentioned are both Railways which have a very large amount of passenger traffic, and which therefore are for the purposes of that passenger traffic, running trains constantly during both day and night. The mail service, which is always carried by passenger trains, can therefore be much more readily and economically transported by these English Companies, when they have trains which they require to run for other purposes than mail service. This cannot be the case with the Grand Trunk Company, where the passenger service is of limited amount, and does not require the running of as many trains as the Post Office Department require for the proper transmission of their mail service, and the running of which trains has tended so largely to increase the amount of revenue they are annually receiving from the carriage of mail matter.

[18] Many other instances besides these here named could be quoted in England, but it may be as well to state that the rates paid both in the United Kingdom and on the American Continent vary very greatly, and that it is very difficult indeed to arrive at any actual standard, taking simply the experience of payments made in other countries.

It will be necessary presently to speak of the fair claim which the Company has to extra remuneration from the fact of the great cost of the Victoria Bridge. Attention will then be called to the payment made to the Chester and Holyhead Company in England, where a bridge, under somewhat similar circumstances—but of much less size and cost,—exists; but that question will more properly come under the discussion when the Victoria Bridge is alluded to, and reference is therefore omitted here.

In Ireland, where the passenger traffic on the railways is considerably less than it is in England, it appears from the Return that the average rate of payment is higher than in England. A fair inference from this state of facts is that the Post Office Department, or the arbitrators appointed to determine the question, consider that the absence of (comparatively) so large an amount of passenger business, entitles the Companies to higher remuneration for carrying mails, because it is evident that lines of railway which do a very large passenger traffic, and which for the accommodation of that traffic have to run numerous trains can afford to carry the mails for the Post Office Department at a lower rate of remuneration than lines which do not enjoy so large a traffic, and therefore have to run their trains to a greater or less extent, specially for the accommodation of the Post Office Department.

On the Irish lines the return of 1854 shows the following payments:—

Drogheda and Dundalk.....	4s. 0d. a mile
Dublin and Drogheda.....	2 10½ “
Dundalk and Enniskillen.....	3 2 “
Dublin and Cork.....	2 9 “
Dublin and Galway.....	3 0 “

The average of these is about (3s. 2d.) three shillings and two pence sterling per mile. The average paid to the English lines which have been already quoted is (2s. 6d.) two shillings and six pence sterling, or 27 per cent. less than the Irish lines. This rate of (3s. 2d.) three and two pence a mile would give upon the mileage of trains carrying mails upon the Grand Trunk Railway about \$800 per mile per annum.

It must not be forgotten in considering the question of payment made to Railway Companies, both in England and Ireland, that the cost of working Railways in Canada vastly exceeds that of English and Irish lines. It is too notorious to require comment that the great severity of the climate of Canada adds greatly to the cost of working its Railways, and this is especially the case in winter, when the number of passengers is considerably less than at any other periods of the year, and thus making the running of trains more for the accommodation of the Post Office Department than for the requirements of the travelling public.

The question of the Victoria Bridge is one which has a very important bearing upon the amount to be paid for the carriage of mails upon the Grand Trunk Railway. It has

already been stated that the Victoria Bridge is nearly two miles in length, and its cost has been not far short of £1,500,000 sterling, involving at six per cent. interest an annual charge upon the whole of the Grand Trunk net earnings of no less a sum than £90,000 sterling per annum.

In England there exists a somewhat similar case, viz: the great Tubular Bridge, at the Menai Straits on the Chester and Holyhead Railway. This [19] bridge which is less than a mile in length and cost less than half that of the Victoria Bridge, is considered so important to the English Post Office Department as expediting the mail service between England and Ireland, that the payment made to the Chester and Holyhead Railway Company, to which Company the Menai Bridge belongs, amounts to no less a sum than £30,000 sterling per annum. The Railway is 85 miles long, thus giving no less than £1,775 per mile of Railway per annum for mail service. The reason of this very large payment is on account of the great cost of the Menai Bridge for which £20,000 sterling per annum is paid specially by the Post Office Department to the Chester and Holyhead Company. A similar rate of payment for the Victoria Bridge would, of course, give the Grand Trunk Company for that particular portion of the Railway a sum of upwards of £40,000 sterling per annum, which, distributed over the entire length of the Grand Trunk line carrying mails in Canada, would alone amount to the sum of about \$234 per mile of Railway per annum. It should be repeated here that the entire mail service of Canada, between the East and the West, has to be passed across the Victoria Bridge, as well as the whole correspondence passing between Europe and Montreal, and every point in Canada, West of that city.

So much for the rates of pay awarded or agreed upon between the Government and the Railway Companies in England and Ireland.

It is now necessary to consider the rates of payment made by the United States Government to the Railway Companies in that country; and here again it must be remarked that great differences exist.

It may however be noticed that the Congress of the United States passed an Act some years ago, arranging the general terms upon which Railway Companies should be paid for the carriage of mails, and dividing the different lines of Railway into classes, each class getting a certain specific rate of payment.

Thus the rate of payment upon first class lines of Railway, it is enacted by Congress, shall not exceed \$300 per mile, nor for second class more than \$100, nor for third more than \$50 a mile.

It is of course obvious that the specification of first, second and third class must mean with reference to the importance which the particular line of Railway bears to the district of the country through which it passes, and it may here be stated as a general proposition that the service which the Post Office Department of the United States requires from the Railway Companies is the carriage of mails to be distributed at every Station on the line once each way daily, during the working hours of the day, such mails to be carried in a Post Office Car specially fitted up for the purpose of permitting the letters to be sorted and distributed on the way. In addition to this requirement, which is however the main one, the Companies are required to carry by any trains which they may run in addition to the train carrying the distributing car, closed mail bags in the ordinary baggage car without any Post Office attendant, on such other trains as the Company for its own purposes may require to run, there being no obligation upon the Company to run more than the one train, which has to be run during the day time, in the manner which has already been described.

It may also be stated that there is no single Railway in the United States carrying the Postal matter in the manner already described which cannot run continuously from one end of its line to the other during the day, and thus carry out the intentions and requirements of the Post Office Department.

Now it is respectfully submitted that it must be perfectly obvious that in considering [20] the question of the payment to be made to the Grand Trunk Company, in any comparison with the rates of payment made in the United States, it would be manifestly most unfair to consider the Grand Trunk Railway of Canada as anything but that of a first class railway, as compared with any railway in its importance to any particular State in the Union, especially when it is borne in mind that the Postmaster General, in one of his yearly reports, declares that nine-tenths of the correspondence of Canada is carried on by

the railways, and it has been shown that since the introduction of the railway system the number of letters has increased no less than 300 per cent., and the Postal Revenue no less than 330 per cent.

Adopting this obvious and fair view, to which it is difficult to conceive any reasonable objection, a statement is here given of the rates of payment made in the different States of the Union to the particular Railway Companies existing in those States :

PAYMENTS FOR THE CARRIAGE OF MAILS IN THE UNITED STATES, JUNE 30, 1861.

RAILWAYS.	Miles.	Rate per Mile.
	No.	\$ cts.
MAINE—Portland to Portsmouth, N. H.....	52	150 72
NEW HAMPSHIRE—Concord to Lowell, Mass.....	50	150 00
MASSACHUSETTS—Boston to Portsmouth, N. H.....	54	154 00
Boston to Lowell.....	27	150 00
Boston to Fitchburg.....	52	153 86
Boston to Worcester.....	40	343 75
Boston to Providence, R. I.....	46	150 00
Worcester to Albany, N. Y.....	{ 55	325 56
	{ 103	175 00
RHODE ISLAND—Providence to Stonington, Ct.....	50	150 00
CONNECTICUT—New Haven to Springfield, Mass.....	64	275 00
New Haven to New-York.....	76	340 75
NEW-YORK—New-York to Dunkirk.....	460	200 00
New-York to Albany.....	144	225 00
Albany to Buffalo.....	298	200 00
Albany to Troy.....	7	150 00
Syracuse to Rochester.....	104	200 00
Rochester to Niagara Falls.....	76	150 00
Buffalo to State Line.....	69	200 00
NEW JERSEY—New-York to New Brunswick.....	36	375 00
New Brunswick to Philadelphia.....	54	375 00
PENNSYLVANIA—Philadelphia to Pittsburg.....	357½	200 00
Sunbury to Williamsport.....	40	150 00
Williamsport to Elmira.....	77	150 00
Northville to Erie.....	20	200 00
MARYLAND—Baltimore to Philadelphia.....	102	300 00
Baltimore to Sunbury.....	{ 86	200 00
	{ 55	150 00
Baltimore to Wheeling, Va.....	{ 179	300 00
	{ 201	
Baltimore to Washington, D. C.....	40	300 00
OHIO—Belair to Columbus.....	137½	200 00
Pittsburg Pa., to Chicago, Ill.....	469½	200 00
Erie, Pa., to Cleveland.....	96	225 00
Cleveland to Wellsville.....	59½	150 00
Columbus to Cleveland, Ohio.....	138	210 86
Columbus to Xenia.....	55	225 00
Galion to Union City.....	119	150 00
Toledo to Cleveland.....	114	200 00
Cincinnati to Dayton.....	60	150 00
Cincinnati to Springfield.....	65	225 00
Dayton to Toledo.....	149	150 00
MICHIGAN—Detroit to Chicago, Ill.....	282½	150 00
Toledo to Chicago.....	242	150 00

PAYMENTS FOR THE CARRIAGE OF MAILS IN THE UNITED STATES.—(Continued.)

RAILWAYS.	Miles.	Rate per Mile.
	No.	\$ cts.
INDIANA—Indianapolis to Lafayette.....	65½	150 00
Cincinnati to Illinoistown.....	341	225 00
Jeffersonville to Indianapolis.....	50	150 00
Union City to Indianapolis.....	85	150 00
ILLINOIS—Dunlieth to Cairo, Mo.....	112	150 00
MISSOURI—St. Louis to Sedalia.....	{ 125 }	150 00
St. Louis to Macon City.....	{ 64 }	150 00
TENNESSEE—Nashville to Chattanooga.....	153	200 00
Knoxville to Goodson.....	180	200 00
Knoxville to Dalton and Chattanooga.....	140	200 00
Jackson to Columbus.....	87	175 00
CALIFORNIA—Sacramento to Folsom City.....	22	150 00

[21] From this it will be seen that the rates of payment thus made by the United States Government to the principal Railways in sixteen States of the Union, on 6,612 miles of railway, is upwards of \$200 per mile of railway per annum. It will be noticed, in one or two cases, that the rate of payment exceeds the amount appropriated by Congress of \$300 per mile. From this it is perfectly clear that, in the opinion of the Post Office Department of the United States, \$300 per mile, in some cases, is not sufficient payment for the carriage of mails; and that, of course, with the approbation of Congress,—which from year to year accepts and adopts the Reports of the Postmaster General,—its recorded orders, in regard to the rates of pay, have been deliberately and avowedly increased.

The railways comprised in the foregoing list, as already stated, carry distributing cars, in which mails are received and delivered on the way once a day only, and that during the day-time; but carrying, as has already been stated, closed bags, without any post-office attendant, in the ordinary baggage cars of such other trains for the accommodation of passengers as the interest and business of the Company may require, and enable them profitably to run.

To no line of any importance in the United States is it known, that less than \$100 per mile is paid for a single distributing daily mail, although that is the only passenger train which is run upon the Railway.

Thus upon the Passumpsic Railway which connects Boston with the large and important district of country bordering upon Lake Memphremagog, and which passes through a portion of the State of Vermont, the rate paid is \$100 per mile for one train each way daily, that being the only train carrying passengers which is run upon the line.

The rate paid also by the American Government upon that portion of the Grand Trunk Railway which lies within the State of Maine, New Hampshire and Vermont, amounts to upwards of \$110 per mile of Railway, per annum, although only one train is used for the carriage of mails, that being the only train carrying passengers which is run upon the line.

These facts it is submitted conclusively show that the Grand Trunk Railway being, in respect to Canada, unquestionably a first class Railway, and occupying a position to it certainly not less important than the different railways named are to the States in which they exist, as set forth in the foregoing statement, ought to be paid certainly not less than the average rate per mile of railway per annum, awarded in the sixteen States referred to. Indeed fairness and justice would demand that a considerable addition should be made to that rate of payment,—first, for the reason that the severity of the climate entails a greater expense upon the Grand Trunk Company in running their trains than the Companies

named in the list are put to, and also having regard to the exceptional expenditure on the Victoria Bridge,—secondly, because the amount of the passenger traffic on these Railways considerably exceeds that existing upon the Grand Trunk, and requires them, therefore, to run more trains than is necessary on the Grand Trunk, yielding more profit in doing so,—and thirdly, because some of the different lines of railway in the several States, actually compete with each other for business, and therefore it takes two and in some cases three lines of railway in each State, to give the same accommodation to the Postal Department, which is afforded to Canada by the Grand Trunk Railway. It is evident that this last is a very important consideration, because whilst the different States of the Union, referred to in the foregoing list, are peopled throughout their entire area, Canada is peopled simply for a narrow strip along its frontier, and therefore one line of Railway, such as the Grand Trunk, passing through [22] that strip of population, affords practically more accommodation to the population along its line, than do two or three different lines of railway running through a broad State, which has its population scattered from one side of the State to the other. If that argument is a good one, and it is respectfully submitted that it is, it is clear that in these States where more than one line of Railway passes through it and gives accommodation for Postal communication, that the average rate paid on the 6,612 miles, should not be applied to the Grand Trunk Company, without adding to that average something for the fact that the single Grand Trunk Railway practically gives the same accommodation, which in some of the States it requires two or three parallel lines to afford, and for which the United States Government pays an average of upwards of \$200 per mile to each, or an aggregate of \$400 to \$600 for each State.

It is necessary now to refer to the different Orders in Council which have been passed upon the subject of Postal payment, and of the arrangements made by the Post Office Department upon this question.

The Grand Trunk Railway was of course opened in sections, the first part brought into operation being the line from Montreal to Island Pond, connecting there with a line to Portland, in the United States, which had been leased by the Grand Trunk. This line to Portland had been running before its lease by the Grand Trunk, and had carried mails for the United States Government, carrying them once each way daily during day light, and for which services \$110 per mile of Railway per annum was paid. This rate was continued after the line was leased to the Grand Trunk, but has since been increased by the United States Government.

In 1853 the Grand Trunk was opened from Montreal to Island Pond, and the question of what was to be paid for carrying the mails by railway in Canada came up. At that time the Government of Canada was directly mixed up with the Company, and the Postmaster General, with others of the Cabinet, held a seat at the Railway Board. On the 7th August, 1853, the Postmaster General being present and concurring, a Resolution was passed by the Grand Trunk Board, agreeing to carry the mails on the Island Pond section at the same rate per mile, viz., \$110, as was then being paid by the U. S. Government on the continuation of the line to Portland. Only one train each way, and that during day time, was then being run.

There was no provision for a distributing car—the bags to be received and delivered on the station platforms. It was admitted by both sides to be experimental, and only a provisional arrangement for a section of the line not carrying a large mail, or such a one as would be necessary when the line was opened throughout.

This provisional arrangement was adopted by the Post Office Department, and the rate of \$110 a mile was regularly paid up to September, 1858; the Company's account being regularly sent in at that rate, and as regularly paid.

In September, 1858, it now appears, that the then Postmaster General made a report to the Council, suggesting an alteration in the rate of payment, but without either communicating with the Company upon the subject or entering at any length in his report as to the reasons which induced him to propose such changes.

No intimation was made to the Company of this report or Order in Council for some years afterwards, the Company continuing to send in its accounts without any objections from the Post Office, up to the middle of 1861, at the rate of \$110 a mile, in ignorance that any such Order in Council had been passed.

In the summer of 1861 the financial difficulties of the Company came to [23] a crisis,

and it was then that the question of payment for Postal Services for the first time came fully under discussion between the Government and the Company.

The discussions which have taken place since that date have been already detailed at sufficient length.

Having now pointed out the rates of payment which are made upon important lines of railway, both in England, Ireland and the United States, it is now necessary to enter into the consideration of the question as to what—apart from these examples—ought to be paid to the Grand Trunk Company for carrying the mails for the Canadian Government.

It must, of course be understood that it is submitted that no rate of payment would be adequate to the Grand Trunk Company which did not, at the least, come up to the average of the principal railways in the sixteen different States given in the list which has been already quoted; and that, in justice, ought to be added to that rate an additional sum, in consideration of the increased cost of working the Grand Trunk Railway, the existence of the Victoria Bridge, and the fact of the Passenger Traffic upon it being less than upon any of the lines mentioned on the list. But if the Commissioners are not satisfied with the information and facts which have been laid before them up to this point, it will not be difficult to show that, by taking other principles of calculation, the pay to the Grand Trunk Company will come out at even higher figures than those which have already been referred to.

It has already been stated that, in the United States, the distributing mails are carried upon one train, stopping at each station, and which distributes the mails upon the way in a car specially fitted up for the purpose. That is the only distributing car that is run upon any American railway; it is only run once each way during the day time; and it is for that service that the rate of payment is made.

The American railways set forth in the list are, all of them, of a length which enables a train leaving in the morning to arrive at its destination before a late hour at night; and thus the Company is enabled to comply with the requirements of the Post Office Department without the necessity of running night trains for mail matter. If they run night trains, therefore, they do so because they find they have an abundance of traffic which cannot be accommodated by a day train alone, and it is therefore their pecuniary interest to run night trains as well as day, carrying upon such night trains closed bags, without a Post Office Conductor, without requiring to be sorted on the way, but leaving the distributing mail bags—which is the prominent service rendered to the Post Office Department—to be carried by the ordinary day trains.

On the Grand Trunk Railway of Canada this state of facts does not exist. The length of the line from Quebec to Sarnia is nearly 800 miles, a distance which is far too long to accomplish by trains running only during the day time. It takes, in fact, by the present time run upon the Grand Trunk Railway, about 36 hours to get from Quebec to Sarnia. Of course this cannot be accomplished without a break in the continuity of the journey, except by running trains at night over some portions of the road.

It is quite clear that the necessity exists on the part of the public and the Post Office Department, to get, if possible, a continuity of train service to and from the Seat of Government, wherever it may be, so that mail matter, either coming to or going from the Seat of Government, shall not occupy a longer time upon the road than is necessary to accomplish the distance by a continuous journey.

It is equally clear that the Ocean Mail Service, which is hereafter more [24] particularly referred to, also requires continuity of service, without which the advantages now enjoyed by the public and the Post Office Department could not be secured.

It is stated here as a fact that the passenger business on the Grand Trunk Railway does not require the running of more than one train daily upon each portion of its line, and that the greater portion of its business is confined to a communication with important centres; that communication not, as a general rule, extending for a greater distance than 100 miles from such centre. Thus, trains between Montreal and Quebec supply the means of communication which is required by the public for a distance, say from 75 to 100 miles on the Quebec side of Montreal, and for a similar distance on the Montreal side of Quebec.

In the same way, between Montreal and Toronto, the great bulk of the business from these two centres goes to a point not exceeding 100 miles in either direction from the

terminus; and the entire travel between those two cities of Montreal and Toronto can be much more than fully accommodated by one passenger train per day. There is no necessity, therefore, either between Quebec and Montreal or between Montreal and Toronto, as regards the exigencies of the passenger traffic on the Grand Trunk Railway, for the running of more than one train; and if the question of the running of trains was one which the Company could control, without reference to the requirements of the Post Office Department, those trains would be run only during the day time, which gives much better accommodation to the intermediate passengers than trains leaving in the evening and passing by stations during the middle hours of the night. A proper arrangement, therefore, of the trains on the Grand Trunk Railway would be, to start from Quebec in the morning and reach Montreal in the evening. No train would leave Montreal for the West till next morning, and such train would run during the day time, occupying the entire day between Montreal and Toronto, and so on, from Toronto to Sarnia. The result of this would be, that a letter would require to be posted in Quebec either at a very early hour on Monday morning or late the night before. It would travel during Monday to Montreal, remain at Montreal all night, proceed next day to Toronto, remain there over night, and be carried to Sarnia the following day. It would thus take three days to convey a letter from Quebec to Sarnia.

This would be the proper and economical arrangement for the Grand Trunk Railway to adopt; it is one which, if they are not adequately paid for the carriage of the mails, they will be compelled—looking at the question in a commercial light—to adopt, and it has only not been thoroughly put into operation by them in the belief that the Post Office Department, which has been greatly benefited by the continuous service from one end of the Province to the other, would at length see that it would be necessary, in order to secure the permanency of that arrangement, to pay the Company adequately for the service performed.

It has been stated by the advocates of the Post Office Department that the trains on the Grand Trunk Railway are run to suit the Company's own convenience, without any demand from the Post Office Department. It is quite true that the Post Office Department have not said in terms to the Grand Trunk Company: "We require you to run your trains at particular hours of departure and arrival;" but it is at the same time equally certain that, when the Company has attempted to put in force the fair and commercial proposition which is now laid down, the Post Office Department have complained, in the strongest possible terms, of the inconvenience of the arrangement, and by the pressure brought to bear both by the public and by their own representations, [25] have forced the Company to run trains which, commercially they ought not to run, but which are run in order to give that accommodation to the Postal Revenue of the country which has, so far, been instrumental in increasing it to the extent of 330 per cent. If it is necessary to give any proof of this, it will be found in letters which have been addressed from time to time by the Officers of the Post Office Department to the Grand Trunk Railway Company. The Company, as has been stated, have on several occasions attempted to regulate their trains by the requirements of their Passenger Traffic, without regard to the necessities of the Post Office Department. What has been the result?

For instance, on the 28th August, 1862 (Page 62, Blue Book No. 1), the Deputy Postmaster General writes to the following effect:—

"The Postmaster General learns that you have notified our Inspector at Montreal of an intention to withdraw, from Monday next, the train which now runs from Montreal to Quebec, in connection with the mail train between Montreal and the West, and thenceforth to run only the Express afternoon train between this city and Montreal.

"A very regrettable consequence of this change will be, that the mails from the West for the Seat of Government will lie over at Montreal from 11 p. m. of one day until the afternoon of the next."

Again, on the 16th September, 1862, when the Company found it to be impossible, with due economy, to continue running trains at night for the accommodation of the Post Office Department, which trains were not wanted for the convenience of their Passengers, the Secretary of the Post Office Department addressed the following official communication to the Grand Trunk Company (Page 65, Blue Book No. 1):—

“POST OFFICE DEPARTMENT,
“16th September, 1862.

“SIR,—Referring to the remonstrance addressed to you by the Postmaster General on the 28th ult., against the daily detention of the Western Mails at Montreal Station on their way to the Seat of Government, which has been suffered since the 3rd instant, I am directed by the Postmaster General to observe that he views this dislocation of the trains, on which he is obliged to rely for the conveyance of these important Mails, as a contravention of the implied contract under which the Mails are, by Statutory provisions, carried by the Grand Trunk.

“It cannot be right, or in accordance with the intention of the Statute, that a Railway having the Mails in its charge under conveyance between two cities on its Line, embracing the most important Mail route in the Province, should, notwithstanding the Postmaster General's representations and remonstrances, undertake to break up the arrangements for their transmission, and detain these Mails daily at an intermediate Station for no less than 17 hours.

“The Postmaster General directs me to call upon you to provide continuous conveyance for the Mails on the Grand Trunk Line between Toronto and Quebec, so that the Railway Mails from either city may be carried through and delivered at Quebec and Toronto respectively without detention at any intermediate point, other than the necessary stoppages for exchange of Mails and ordinary purposes at the way Stations.

“(Signed,) W. M. WHITE, Secretary.

“C. J. Brydges, Esq.,
“Grand Trunk Railway, Montreal.”

Here it will be observed is a distinct statement on the part of the Post Office Department, specially communicated by direction of the Postmaster General, that in his opinion the Company are bound to provide a continuous service on the Railway, and not only in his letter is there a distinct order making the service continuous between Quebec and Toronto, but requiring the Company, as that order does, to run trains which are not wanted for the passenger traffic of the Railway, but which are most convenient to the Post Office Department, and tend largely to the increase of its revenue.

Again, on the 28th November, 1862 (Page 88, Blue Book No. 1), the Deputy Postmaster General wrote the following official letter to the Company, urging, and in fact, ordering a continuous service upon the Railway, regardless of whether or not the service was profitable to the Company, the only view which the Postmaster General [26] appeared to take being that he was entitled to have continuous trains run, without reference to whether the Company could make them pay or not.

“POST OFFICE DEPARTMENT,
“Quebec, 28th November, 1862.

“SIR,—The Postmaster General directs me to point out to you how injurious the existing Train arrangements of the Grand Trunk Railway, under the Time-tables dated Monday last, are to correspondence throughout the country.

“That, between Quebec and Toronto, it requires seven days to exchange a business letter.

“That, between Montreal and Toronto, four days and sometimes five are required for the purpose. And between Quebec and Montreal four days and sometimes five: indeed, as regards Quebec and Montreal correspondence, business letters may be exchanged as quickly by the one-horse mail sleighs, travelling over the old road *via* Three Rivers, as by the Railway.

“These facts are causing general complaint throughout the country, and the Postmaster General desires to remonstrate against such arrangement, and to call upon you to apply a remedy.

“I am, &c.,
“(Signed,) W. H. GREFFIN,
Dep. P. M. G.

“C. J. Brydges, Esq., &c., &c., &c.”

Again, on the 11th of December, 1862 (Page 91, Blue book No. 1), there is a long official letter from the Deputy Postmaster General, of which it will be sufficient here to give some extracts.

It must be premised that the Company had for some considerable time been endeavoring to meet the views of the Post Office Department in hopes that a settlement of the payment to be made would be arrived at, but failing this they had determined to make trains suit the requirements of the traffic, leaving of course the Post Office Department to make use of such trains as the Company might, for its own purposes, find it desirable to run. The result of this was the letter of the 11th December, from which the following are extracts:—

“ You say you desire to remind me that the Company, since it began to run trains, has never received from the Department any schedule of time, nor any intimation of any particular description of service or hours of running, and that under the circumstances the Company can only regulate its trains in such way as it finds most convenient to the Passenger traffic using the Railway; and that this has been the course adopted in the time-table now in operation. In this respect the Grand Trunk Railway Company has been in exactly the same position as all the other Railway Companies of the Province, but on its part alone has there been any disposition manifested on that account to lessen the Postal facilities to which the public are entitled, or to raise an issue with the Department. It is scarcely reasonable for it to complain, that hitherto it has been allowed to suit itself alone as to time and other circumstances. Further than this, bearing on the past, the Postmaster General directs me to remark that he considers himself in no wise accountable for omissions or negligences if such existed.

“ Since he assumed the duties of his present position, his anxious desire has been so to conduct the affairs of the Department in this respect as to occasion as little inconvenience or expense to the Railway Company as was consistent with the efficiency of the Postal Service and the reasonable requirements of the public.

“ Actuated by this motive he has studiously avoided asking for, much less insisting upon, anything which could be construed into the exacting of a service in the least degree burdensome to the Company.

“ But this disposition, met as it now is by the Company with an apparent determination to obtain from the Department terms at once unreasonable and in excess of its former demands, he feels sure that now he has no alternative but to define the service required, and to insist on its being performed within the strict meaning of the law.

“ In the present arrangements for the running of trains between Montreal and Toronto the Postmaster General is willing to acquiesce, provided that there be a regular service performed each way daily. From Toronto to London he demands a continuous service, so that correspondence, and other mail matter from Montreal and other intermediate places be forwarded westward forthwith on arrival of the trains at Toronto, and that the mails from London [27] and the stations intervening may reach Toronto so as to connect with the morning train from that city eastward.

“ He requires that the mails shall leave Montreal for Quebec on the arrival of the train from the West, and that the mails westward from Point Levi shall not leave earlier than four o'clock each afternoon and arrive at Montreal in time to connect with morning train thence westward. The mails may be conveyed as at present westward from London and eastward from Point Levi. From Montreal to Portland the Postmaster General demands the running of a train weekly, immediately on arrival of the Ocean Mail Train from the West, so as to reach Portland in time for the departure of the steamer on her regular voyage; and in like manner a train from Portland to Montreal, leaving Portland immediately on the arrival of the Ocean steamer from Europe.

“ He reserves the right at any time to change or modify these directions on giving reasonable notice to the Company.

“ He further directs me to protest against the assumed right of the Grand Trunk Railway Company to decide at how many and what places interruptions may occur in the conveyance of the mails.

“ The Company's pretension to the power thus to delay the regular transmission of the correspondence of the country at Toronto and Montreal would, if assented to by the Department, imply the like authority to delay the mails at any and every other station along the Line, should it imagine it to be its interest to throw obstacles in the way of the proper performance of the public service. Convinced that it has no such power thus to obstruct, for its own purposes, the regular operations of the Post Office Department, the Postmaster

General claims for the Government the exclusive right of deciding as to what Railway service shall be regarded as special, and what as ordinary."

It will be observed that the Postmaster General's letter of the 11th December states that he defines the service required, and insists upon its being performed within the strict meaning of the law, and then directs what particular trains shall be run, and further on states he reserves the right at any time to change or modify these directions, on giving reasonable notice to the Company, and in the following paragraph he distinctly states that the Company must not be allowed to make any break in the continuity of the Mail Service, although it had been repeatedly and prominently brought under his notice that such course necessitated the running of night trains, which were much more expensive to the Company to run than the day trains, and which were not required for the convenience or accommodation of its passenger traffic.

It is respectfully submitted that the extracts here given from the official communications from the Post Office Department, thoroughly and entirely do away with the statements that have been made, that the trains of the Grand Trunk Company have been fixed by them for their own convenience, and that the Post Office Department cannot be charged anything extra because their trains are run at an unseasonable hour for the purposes of the Company's ordinary traffic, as it will be seen there has been a continual pressure brought upon the Company by the Post Office Department to run trains which the Company does not require but which they have been forced to run (as will be observed by a reference to the letter of the 11th of December), by a positive order from the Post Office Department to the Company to run specific trains, and which trains, as it has been proved, were not required for the purposes of the Company's traffic, and were therefore run at a very great expense, solely and simply for the use and benefit of the Post Office Department.

Subsequently to the letter just quoted, discussions took place between the Company and Members of the Government; the former objecting to run trains not required for their traffic, and the latter insisting upon trains being run to suit the Postal Department.

At length positive promises were made that a settlement should be at once made of the amount to be paid by the Government for Mail Services, by means of the arbitration proposed to be legalized under the Bill lately Introduced by the Postmaster General. Acting upon these promises and fully believing they would be carried out, the following letter was written by the Company (Page 82, Blue Book No. 2):—

" GRAND TRUNK RAILWAY OF CANADA,

" Managing Director's Office, Montreal, 6th May, 1863.

" DEAR SIR,—Referring to our discussions on Saturday last, when Mr. Sandfield Macdonald and Mr. Koley were present, I now beg, in accordance with my promise, to put on paper the times at which the trains upon this railway will run during the coming summer, commencing on Monday, 18th May.

(Here follows the list of hours.)

" By the foregoing arrangements there will be two daily continuous trains between Detroit and Montreal, and trains between Montreal and Quebec, making direct connections between the latter city and Post Offices to the west of it without delay at any point.

" I hope that the extent of our traffic and the arrangement of the Postal question will justify our continuing this large amount of accommodation both to the public and the Post Office Department.

" The changes I have mentioned will go into operation on the 18th instant.

" Yours truly,

" (Signed),

C. J. BRYDGES.

" W. H. Griffin,

" Deputy Postmaster General, Quebec."

These trains gave two trains each way daily, carrying mails, between Quebec and Sarina, running continuously, and were run after much objection and protest to meet the urgent demands of the Postmaster General, repeatedly insisted upon and claimed by him as a right.

The train service, since that date, has in some respects been made even more favorable to the Post Office, and the Company has continued to run the trains in this way, in the constant hope and promise that the matter of payment would be settled. The time has

now come when the Company must either receive proper pay for the service which they perform for the Post Office Department, or the trains will be run as the requirements of the Company's passenger traffic renders necessary.

This, as has already been explained, will not suit the requirements of the Post Office Department.

It is certainly reasonable, under this state of facts, to call upon the Post Office Department for payment for the service rendered in proportion to the expense incurred in performing such service. This is especially the case during the winter portion of the year, when the great severity of the climate and the decrease in the number of passengers travelling render it still less of importance or value to the Grand Trunk Company to run an excessive number of trains.

As has already been stated, the wants of the Company and of the travelling public would be met by a day train between each of the prominent centres on the line of the Grand Trunk Railway. This would involve no night trains, which are more expensive to run than day trains, and, if carried into effect, would produce a large saving in the cost of working the Railway; but the imperative demands from the Post Office Department, which have been made upon the Company, have left them no resource but to alter their Time-table in such a way as requires them to run trains continuously from one end of the line to the other,—running a portion of such trains, of course, at night, and running them at hours which are neither necessary nor suitable for their ordinary traffic.

This disposes of one very prominent feature which has been attempted to be made out against the Company in one of the Reports of the Postmaster General, and establishes that, whether considering past or prospective engagements, a large part of the services can only be treated as special services, and to be paid for as such.

It is to be borne in mind that the Post Office Department requires the Railway Company to carry free a large number of employés of the Post Office Department when engaged in the performance of their duties. It appears from one of the Reports of the Postmaster-General, viz., that for the year ending September, 1857, there were then upwards of 40 clerks specially employed as Railway Post Office clerks, running an average of from 600 to 1000 miles a week. If that is the case, taking the average at 800 miles, and only 40 clerks employed, it would give an aggregate mileage of 1,664,000, which, at three cents a mile, the ordinary charge, would amount to \$50,000. The number of clerks now employed travelling in Post Office cars is greater than in 1857, and the amount would therefore be larger; but even allowing for a considerable diminution from the ordinary fare, on account of the continuity of the service, it is quite clear this forms a considerable element in the payment which the Post Office Department ought to make, especially as it is borne in mind that the Company is liable to all the risks and damages which will arise, if any one of the clerks is hurt in an accident on the line.

It must also be borne in mind that the employment of these clerks, who sort and distribute the letters whilst the trains are running, does away with the necessity for a very large amount of work in the different Post Offices of the country, and in that way has a tendency of course to decrease the cost at which the Post Office work is performed.

In addition to this the Post Office Department require Annual Passes which can be travelled upon every day in the year if necessary, to be given to certain officers of the Post Office Department, including the Postmaster General, Deputy Postmaster General, Secretary, and five Inspectors, whose duties extend over various portions of the Railway. In addition to this, constant applications are being made by the Post Office authorities for Passes for clerks of the Department who are going from place to place on business of the Department; indeed it is quite safe to say that what with the value of the Passes, annual and occasional, given to the Post Office Department, and the fares of the Clerks who constantly travel on the distributing cars, the aggregate, if all paid the ordinary fares, would amount to a very considerable sum per annum.

The Post Office Department require that the third of an ordinary baggage car should be appropriated for Post Office purposes. They require it to be fitted up in a special manner for their accommodation, with pigeon holes, drawers and all the necessary appliances for sorting letters on the journey. The cars have to be properly warmed and lighted, and proper conveniences supplied for the clerk who is in charge of the mails. It may also be said here that the Post Office Department are annually pressing for a larger proportion of

space than they now occupy, and for an improvement in the mode of fitting up the cars, and the cost which is being annually incurred for altering and enlarging the cars and their fittings to suit the requirements of the inspectors and clerks, entails a very considerable expense upon the Grand Trunk Company.

But in considering the question of the value of the space which is appropriated in the car to the Post Office Department, it may be well in the first place to consider what the Company could earn for that space if it were adapted to the carriage of passengers, for of course it must be remembered that the mails are always carried in passenger trains.

An ordinary passenger car holds at least 50 passengers, and a very moderate estimate of the capacity of one-third, would be 15 passengers. If [30] that were applied for by any parties who wished to occupy it for a journey between Montreal and Toronto, they would at the regular fare pay \$8 each, which for the 15 passengers would amount to \$120. This if used twice a day, as in the case of the mails between Montreal and Toronto, would produce for 313 days an aggregate of \$150,240, which divided by the mileage between the two cities, 333 miles, would give rather more than \$451 per mile per annum for that portion of space.

It has been objected to this calculation that in the first place all the seats of a train are never filled, and secondly, that a continuity of service ought to enable the Government to get that proportion of space at a smaller rate than if they were casual passengers. It is submitted that it is unfair to attempt to use the first argument, even if it were correct, inasmuch as the requirements of the Government necessitate the running of more trains than the passenger traffic of the Company requires, involving of course some of the trains which are run, carrying very few passengers. If that is the case it is the act of the Government which requires the Company to run more trains than there is traffic to fill, but it is certainly unfair to use the fact that the trains are compelled to run half empty, as a reason why the Government should get their proportion of those trains at an unreasonably small cost. The argument would be perfectly fair the other way, that because the Government requires the Company to run trains, which of necessity, are to a considerable extent empty, that therefore the Government should pay the Company a larger sum in consequence of their requirements necessitating this state of matters; indeed the Government have almost as much justice in making such claim as is here spoken of, as would any ordinary passenger have, who came to a station just before the train started, and on finding half a dozen empty seats, requested to be carried for nothing, or at a large reduction, because if he did not go the seats would not be occupied, and the Company would be put to no extra expense in taking him to where he wanted to go. The Post Office require and occupy a certain proportion of a car. It should pay for what it so requires and occupies, without asking for a reduction on the suggestion that if it did not require and occupy that space it would probably be partially empty.

For the second objection, that continuity of service ought to induce a lower rate of charge, there is no doubt some foundation. It is the ordinary rule that where return tickets are issued the party getting them pays, instead of the single fare each way, a fare and-a-half. If this rule were adopted it would reduce the \$451 per mile of Railway 25 per cent., or to about \$340; but it must be remembered that the object and effect of issuing return tickets or making any reduction of rates is to increase the quantity of business that would otherwise come. In the case of the Post Office Department they require a certain quantity of space. They can put into it precisely what they please, and the more they get in the greater the revenue to the Post Office Department; and no matter whether the revenue of the Post Office Department from the space they occupy increases to twice what it is at the present time, the Grand Trunk Railway Company get no advantage whatever from that, but the whole advantage is secured to the Post Office Department alone.

The argument about continuity of service, bearing this in mind, loses a very great deal of force, because everything that has been said about low rates of charge, where large numbers of persons are carried, is always based on the assumption that the reduction of rate will induce a larger number to travel, and therefore give increased receipts; but in the present case a reduction of price brings no increase of revenue to the Grand Trunk Company, but gives the whole of it, whatever it may be, to the Post Office Department.

But passing from the number of passengers that could be accommodated in [31] the

space occupied by the Post Office Department on the train, the question can be looked at in another light.

The quantity of freight that can be put in an ordinary car is ten tons. This is an ordinary freight car, which is smaller than a baggage car; but without entering into that question of difference, it is quite safe to say, that at the very lowest calculation, the space occupied by the Post Office Department would contain $3\frac{1}{2}$ tons of ordinary freight. Freight of course is carried by slow trains, running at a low rate of speed, and therefore at much less cost than passenger trains, which run at more than double the speed of freight trains, and which in consequence do much greater injury both to the stock employed on those trains and to the permanent way upon which they run. Of course, therefore, freight if carried by passenger trains would be charged much higher rates than ordinary freight rates, which are applicable simply to slow freight trains; but, assuming the quantity of freight to be put into the third of a baggage car, viz., $3\frac{1}{2}$ tons, that quantity charged in accordance with the existing tariffs upon the several sections of the line would give for two trains each way per day, which is the number of trains used by the Post Office Department, the following rates per mile:

FREIGHT TARIFF RATES PER MILE PER ANNUM OF ONE-THIRD OF A CAR.

DISTRICT.	1st Class.
	\$
Between Montreal and Toronto (General Tariff) - - - - -	231
“ Toronto and Sarnia - - - - -	221
“ Montreal and Island Pond - - - - -	243
“ Quebec and Richmond - - - - -	400
“ Montreal and Toronto (Special Tariff) - - - - -	125
Average - - - - -	244

The different rates shewn in this table arise from the different character of the country passed through, the extent of traffic offering, the prospects of inducing large quantities to come on the Railway, and all the other considerations which are looked at in framing freight tariffs.

It will thus be seen that the rates which the Company are charging to the public for the carriage of first class goods in ordinary slow freight trains, if applied to the space occupied by the Post Office Department, would give a payment equal to \$244 per mile of railway per annum. To this, of course, ought fairly to be added a considerable proportion for the increased cost which would be incurred in carrying freight at Express speed by passenger trains, as compared with the cost of carriage by the slow freight trains.

It may be stated as a fact, which is universal upon all railways, that wherever freight is carried upon a railway by passenger trains, that the charge made is either double or one and a half first-class rates, in consequence of the great expense incurred in carrying it, and the greater dispatch which the owner of the property secures.

Applying this principle, therefore, it would make in the case of double first class rates, \$488 per mile; or, in the case of one and a half first-class rates, \$366 per mile of railway per annum.

There is no doubt whatever that if the Grand Trunk Company were to advertise that they would take one car of freight a day, which is ten tons, between Montreal and Toronto at double first-class rates, that they could fill that car by every train which they run upon the road, from the rapidity with which the goods would be delivered and the certainty of the consignees getting them at the earliest possible moment. If, therefore, they could do this, of which there is no doubt, why should the Post Office get so much [32] space as it now occupies upon every train without paying for it, at least as much as the Company could get for that quantity of space from the public.

There is also to be borne in mind, as before stated, that the rates are fixed (as passenger fares are) with a view to increasing the quantity as much as possible, and that if it were understood that only a limited quantity of freight was likely to offer or would be brought upon the Railway, the rates which now exist would be very considerably increased, and of course in that way, if the principle of freight rates were applied to the Mail Service, would add considerably to the amount which the Post Office ought to pay.

In connection with this question of freight rates, it may be well to state what are the payments made by some of the leading Express Companies in America to Railways in the United States. Two prominent Companies can be quoted as bearing upon the present question. The American Express Company, which is the largest Express Company in the United States, has a contract with the New York Central Railway Company, which is on the following terms:—

They are allowed space sufficient for 10 tons each way daily, at a charge of \$400 a day, or \$411.⁸⁴/₁₀₀ per mile of Railway, all excess of weight being charged and paid at 75c. and 55c. per 100 lbs., which is considerably in excess of ordinary first class freight.

The Grand Trunk give the Post Office Department $\frac{1}{3}$ of a car twice each way daily, which is equal to a space of 6 $\frac{2}{3}$ tons daily, each way, specially appropriated for Mails.

If the Post Office Department paid the Grand Trunk in the same proportion as the contract between the Express Company and the New York Central, it would amount to \$274 per mile per annum.

The American Express Company has also a contract with the Michigan Central Railway, the terms of which are as follow:—

They are allowed space sufficient for 5 tons each way daily, at a charge of \$150 per day, or \$165.³¹/₁₀₀ per mile of Railway, all excess of weight being charged and paid at 75c. per 100 lbs., which is very much in excess of ordinary first-class freight.

Applying the 6 $\frac{2}{3}$ tons space each way daily given to the Post Office by the Grand Trunk, the amount payable to the latter, based on the Express contract on the Michigan Central, would be \$220 per mile of Railway per annum.

It will thus appear that if the space occupied by the Post Office Department were appropriated to passengers or to ordinary first-class freight, or to Express Companies, that the fair average value of such space would considerably exceed the fair average rates which are paid by the United States Government to the railways mentioned in the list printed in this memorandum, at page 20.

There is another point which is worthy of consideration, and it is this: The Government of Canada pays a line of Steamers running between Liverpool and Quebec in summer, and Portland in winter, now, \$218,000, or about £44,000 sterling a year, for the carriage of the mails between the points named.

This is a large reduction upon what the first payment was, which amounted to \$416,000 per annum. For the payment of \$215,000, the Steamship Company carry the mails once a week each way between Liverpool, Quebec and Portland, requiring them to run something like 280,000 miles of steam navigation during the year. The cost incurred in establishing the steamboat line does not exceed, if it amounts to, £750,000 sterling. The Steamship Company have no permanent way to provide upon which to run their ships (nature having provided them with all that is necessary in that particular). The identical mail matter which is carried upon these steamships between [33] Liverpool and Quebec and Portland is carried upon the Grand Trunk Railway, with the single exception of (during summer) the Quebec bags. In addition to this, of course, the Grand Trunk Company carry the entire internal correspondence of the country. To show the importance which is attached by the Post Office Department to this question, the following extract is given from the Postmaster General's Report for the year ending September 30, 1859:—

“The superiority given to the Canadian route as a medium of intercourse with Europe by the essential advantages above noticed, is, of course, applicable to the acceleration of the European correspondence of the large section of the United States lying west, north-west and south-west of Canada and the Great Lakes; and, as mentioned in a previous Report, the attention of the United States Government had been led to the consideration of the point, but without any definite result until the establishment of the weekly voyages of the Canadian Packets throughout the year, and the completion of the Grand Trunk Railway and of the Victoria Bridge across the St. Lawrence, at Montreal, so as to form an

unbroken line from Detroit to Quebec (and to Portland)—ENABLED THE CANADIAN POST OFFICE TO OFFER ARRANGEMENTS FOR THE TRANSPORT OF MAILS BETWEEN THE UNITED STATES AND EUROPE, BY THE CANADIAN ROUTE, OF SO ADVANTAGEOUS A CHARACTER AS TO LEAD TO THEIR PROMPT ACCEPTANCE BY THE AMERICAN GOVERNMENT—and closed mails are now under regular conveyance between Liverpool and Cork on the one side and Detroit and Chicago on the other, composing the European correspondence of all the western, south-western and north-western States. Mails between the New England States and Europe also pass, under this agreement, by the Canadian Packets.”

From the foregoing extract it will be seen that but for the completion of the Grand Trunk Railway, the great advantages, to obtain which Canada considers it desirable to pay \$218,000 a year, could not have been secured; and yet, to that Railway, the Government have, up to this time, declined to make any reasonable payment for the carriage of the Mails.

It has already been stated that the cost of the Steamship Line does not exceed £750,000 sterling. The subsidy of £44,000 sterling a year to that Company is very nearly equal to six per cent. on the entire capital invested. Of course when the amount was nearly double its present rate the Steamship Company was secured nearly twelve per cent. upon its outlay, without any reference to its ordinary traffic, which, as is well known, has been extremely valuable and profitable.

Without the Grand Trunk Railway and the Steamship Line, Canada and her Post Office revenues, as well as her position as the best route on the Continent, could not have secured the great advantages they now enjoy with reference to the carriage of Mails to and from portions of the United States and Europe.

The capital invested in constructing the Grand Trunk Railway of Canada, beyond the amount advanced by the Government, is very nearly £13,000,000 sterling. Six per cent. upon that, which is the rate paid to the owners of the Steamship Company, would amount to £780,000 sterling a year. * It will of course be borne in mind that the Grand Trunk Company has to keep up a most expensive permanent way, in order to run trains with safety and regularity, involving a large annual cost for doing so. So much so, indeed, that by the Reports of the Company it will be seen that, in addition to the ordinary expenses for the daily work upon the Line, the Company is now expending £70,000 sterling a year, in order to keep its Railway in a proper state for the safe transport of the public, and Mail service.

It would really seem, inasmuch as the Grand Trunk Railway actually carries all the mail matter that is carried upon the Steamship Line and, in addition, the entire internal correspondence of Canada tributary to the Railway, that if it is considered reasonable to pay six per cent. interest upon the outlay incurred on the Steamship Line, at least that rate of interest [34] should be awarded to the Company upon the capital it has invested in bringing the Railway into existence, and this, it need hardly be said, is very greatly in advance of any claim the Company has ever made.

Six per cent. upon the amount of the debts which existed at the time of the passing of the Arrangements Act of June 9, 1862, and which debts were absolutely and entirely destroyed as legal claims upon the Company, would amount to a gross sum of £150,000 sterling per annum, which would be at the rate of \$750 per mile of Railway per annum for Postal service, which is less than the rate paid by the English Post Office to Irish Railways.

It must also be borne in mind that the Post Office Department has now reached its maximum expenditure for its ordinary purposes, and that a very large business, in addition to that now in existence in the Post Office Department, can be carried on without any increase of cost. Increase of Postal revenue, therefore, will almost entirely mean net profit to the Department.

The payment to be made to the Railway Company for the carriage of Mails is to be fixed for a certain number of years. For this the Department will occupy a certain amount of space which they can fill to as large an extent as they please. All additional business of the Department, and which is carried on in the space appropriated to them by the Railway Company, will be for the sole benefit of the Post Office Department, the Grand Trunk Company getting a fixed payment and deriving no benefit whatever from the yearly increase taking place in the revenue of the Post Office Department.

There is another point to consider, and that is this, that during winter the mails in connection with the steamship lines are carried over the Grand Trunk Railway from Portland to the boundary of Canada, by a line for which they pay a very heavy lease in the United States, and the cost of which is not included in their capital account. The arrangement between the Canadian Post Office and the United States Government is to the effect that the Canadian Government shall get the full postage on all letters coming that way between Liverpool and Canada, the United States Government getting nothing whatever for the carriage of the mails between Portland and the boundary of Canada.

The Grand Trunk Company is therefore carrying mails for the Canadian Post Office, for which that Department gets paid in the postage from Europe over the line of Railway for which the Post Office Department do not pay the Company anything, and to that extent, therefore, the Company is injured, and the Post Office Department benefited.

This lasts for five months in the year, and the Company are compelled to run trains from Portland to the boundary line as soon as the steamer arrives, specially for that purpose, and are also obliged to run trains to catch the steamers, in order to accommodate the mails, and which trains are not required for the purposes of its ordinary traffic.

This certainly ought to be taken into consideration in determining the amount to be paid to the Grand Trunk Railway Company by the Post Office Department of Canada, because it is evident that it is a service from which the Post Office Department derives very considerable benefit, but which can only be carried on by the Grand Trunk Company at considerable cost to them, and for which, therefore, the Post Office must pay.

It must also be considered that in carrying on the Mail Service with the Ocean Steamers, both at Portland and Quebec, the Company has to run trains specially for the carriage of the mails, immediately on the arrival of steamers at either place. Doing this of course takes away from their ordinary trains, traffic, which, but for the necessity of forwarding the mails at once, would go by the ordinary trains. Therefore these trains carrying mails are special trains, run solely for the accommodation of the Post Office Department, in order to expedite the delivery of letters, and from which the Government and the public derive a great benefit.

In the same way, if the trains of the Company do not suit the departure of the vessels, the Government requires the Company to run special trains in order to accommodate them; and these, again, are solely for the benefit and advantage of the Government, are run by the Company at considerable expense, and all traffic carried by them is simply so much taken away from the ordinary trains which the Company are compelled to run.

It is believed that the matter has now been discussed in all the aspects which are necessary to a proper consideration and decision of the question. It will be apparent from the statement with which this memorandum commenced that great injury has been inflicted on the Company by the delay which has taken place, and the vexatious proceedings which have occurred since the passing of the Order in Council of the 2nd of October, 1861, to say nothing of the breach of faith committed by the Government in carrying on the arbitration until after the Act of Parliament, taking away the rights of Creditors and Bondholders, had been passed, and then in a few days breaking it up, and up to the present hour, avoiding any settlement of the question.

The damage to the Company it is impossible to accurately estimate in figures, but it is quite safe to say that the discredit which has thus been thrown upon the securities of the Company has inflicted a loss upon the holders of not less than £500,000 sterling.

The urgent importance therefore of a speedy and liberal settlement cannot be too strongly urged on the Commissioners, as it will at once be evident to them, the extreme hardship of the position of the creditors of the Company, who have now been for upwards of three years practically denuded of their legal rights against the Company, and have not up to the present moment received one farthing either of interest or principal.

Montreal, 16th January, 1865.

GREAT WESTERN RAILWAY OF CANADA.

POSTAL SERVICE.

Statement of the Company.

At Quebec, Thursday, 16th February, 1865.

SIR,—In a letter dated the 24th ultimo, which I had the honor to receive from you, you were good enough to transmit to me an extract from the Postal Commission, and at the same time to request that I would furnish the Commissioners with any claim I might have to make under any clause in the said extract.

In reply to this request, I took the liberty of forwarding to you copy of a letter which in answer to a similar call from the Postmaster General, in October and November, 1863, I had the pleasure of addressing to the Secretary of the Post Office on the 30th December, 1863.—The contents of that letter are as follows:—

“Referring to your letter of the 17th October, my response of the 10th November, and your answer of the 18th November and 5th instant, I now beg to lay before you the Statement of this Company, in reference to the remuneration for the services rendered by them to the Post Office Department.

“The account rendered conditionally by the Company to the Post Office, for services from April, 1854, to the 31st January, 1862, showed a balance due by the Post Office Department of \$204,005.70, while the amount credited to the Company by the Government up to the 31st December, 1861, was \$167,897.00.

“The account since rendered by the Company, to the 31st January, 1863, shows a balance against the Post Office Department of \$238,505.70.

“In each case the particulars of the charges made have been given in the account, so that it will be unnecessary for me to do more than annex copies of them to this letter. The rate of \$100 per mile has been taken as the basis of the account, but the Government have from time to time been advised that the Company have considered the amount named inadequate.

“On the 19th November, 1858, Mr. W. H. Griffin, in a letter addressed to the Company, stated that an Order in Council had been passed settling the rate to be paid to the Railways, and promised to communicate this Order in a few days. Such communication, however, does not appear to have been made; and the Company have continued to render their accounts as previously, always under protest that the amount was unremunerative. The Government, notwithstanding, have advised the Company that certain amounts have been placed to their credit; but these amounts have not at all agreed with the Company's accounts, nor with the Order in Council under which the payments were supposed to be calculated. In a letter received from you, dated the 18th ultimo, a copy of the Order in Council upon which the payment set aside by the Government purports to have been based, has been sent to me. This is the first time such Order has been received by the Company.

“In a previous communication, addressed to me on the 12th January last, you informed me that the sum of \$24,150 had been paid by your Department to the Receiver General of the Province, to be placed to the credit of the Great Western Railway Company, as payment of the Mail service performed by the Company for the year 1862. This amount appears to have been arrived at by appropriating \$70 per mile of Railway worked by the Company, as the remuneration for the service rendered,—thus: 345 miles of Railway at \$70=\$24,150.

[2] * “But the Order in Council states “that the following rates should be adopted” :—

“First—For a service once a day each way by travelling Post Office, fitted up for the purposes of the Mail, and occupying the space of one-third of an ordinary car,

“Forty dollars per mile of Railway, per annum, for a Night Train.

“Thirty dollars per mile of Railway, per annum, for a Day Train.

* The figures in brackets refer to the page of the Memorandum as referred to in the Evidence.

“ *Second*—For mails sent by Railway as ordinary Baggage or Freight, in charge of ‘Companies’ or Post Office Guard, and without travelling Post Office :—

“ When not exceeding 2 cwt. in weight, two cents per single Train per mile.

“ *Third*—Any additional number of daily or nightly trips, or excess of accommodation required for the Travelling Post Office over and above the third of a car, “ under the first clause, or of weight of Mails sent under the second—to be paid “ for in proportion at the rates therein named.”

“ The payment in accordance with this Order would not be so much per mile of Railway worked, as appears to have been the method of calculation adopted by the Post Office Department, but so much per Day Train, and per Night Train, in Post Office Cars ; and so much for extra services performed by other Trains by the Company’s servants.

“ Under the Order in Council (Sept., 1858) which, as will be seen, gives the Company \$30 per mile of Railway per annum for each Day Train, the annual payments for the service by Post Office Car would be as under :

DESCRIPTION OF TRAIN.	FROM	TO	MILES.	Charge as per Order in Council per Annum.	AMOUNT.
Day Express	Windsor	London	109 $\frac{1}{2}$	\$30 per mile.	\$ 3,292 50
Do	London	Windsor	109 $\frac{1}{2}$	do	3,292 50
Accommodation	do	Sus. Bridge	119 $\frac{1}{2}$	do	3,577 50
Do	do	do	119 $\frac{1}{2}$	do	3,577 50
Do	Sus. Bridge	London	119 $\frac{1}{2}$	do	3,577 50
Do	do	do	119 $\frac{1}{2}$	do	3,577 50
Day Express	London	Sarnia	61 $\frac{1}{2}$	do	1,837 50
Do	Sarnia	London	61 $\frac{1}{2}$	do	1,837 50
Accommodation	Guelph	Harrisburg	27 $\frac{1}{2}$	do	825 00
Do	do	do	27 $\frac{1}{2}$	do	825 00
Do	Harrisburg	Guelph	27 $\frac{1}{2}$	do	825 00
Do	do	do	27 $\frac{1}{2}$	do	825 00
Do	Hamilton	Toronto	39	do	1,170 00
Do	do	do	39	do	1,170 00
Day Express	do	do	39	do	1,170 00
Accommodation	Toronto	Hamilton	39	do	1,170 00
Do	do	do	39	do	1,170 00
Day Express	do	do	39	do	1,170 00
				Total	\$34,890 00

“ In addition, however, to the foregoing services, there have been mail bags conveyed daily in charge of the Company’s Employés by the following Trains :

DESCRIPTION OF TRAIN.	FROM	TO
Night Express	Windsor	Sus. Bridge.
Do	Sus. Bridge..	Windsor.
Accommodation	do	Ingersoll.
Do	Ingersoll	Sus. Bridge.
Mixed	London	Sarnia.
Do	Sarnia	London.
Night Express	Toronto	Hamilton.
Do	Hamilton	Toronto.
Mixed	London	Appin.
Do	Appin	London.

“ The Order in Council relating to the foregoing service provides that if the bags do not exceed two cwt. in weight, two cents per single train per mile shall be allowed ; but the Company never having received intimation of this arrangement, it appears that the weight of the mail bags so conveyed by them has never [3] been recorded. It is utterly

impossible, therefore, for me to make out a statement shewing what the amount for the whole services rendered would be under the Order in Council. It is to be hoped, however, that the Post Office authorities have kept correct accounts of the weight of the Mails so carried by the Company. If this has been done, it will be easy to arrive at the aggregate amount accruing to the Company under the Order in Council referred to. But the statement already given shews a wide difference between the amount credited to the Company by the Government and the amount they ought to have credited under the Order in Council. *Exclusive of any payment for the Mail Bag Service*, it amounts to \$10,740 per annum.

“From the 1st January, 1858, to the 31st December, 1862, the services performed by the Company have been similar in all respects (except as regards the Sarnia Branch, which was not opened until 27th December, 1858) to those which have been performed during the present year, 1863, and which are specified at pages 8 and 9 of this letter.

“As the Order in Council is dated September, 1858, I take it for granted that application is intended for the whole of that year and subsequently. Supposing, therefore, that the accounts rendered by the Company up to the up to the 31st December, 1857, were a reasonable charge for the service performed up to that time; and that from the 1st January, 1858, the Order in Council, passed in September of that year, was acceptable to the Company, the amount due on the 31st December 1862 (being the date up to which the Post Office have made its last account), would be as follows:—

FROM	TO	AMOUNT.
April 1st, 1854.....	31st December, 1857.....	\$ 67,940 98
	(Extras Guelph and Berlin Branches).....	219 28
Jan'y 1st, 1858.....	31st December, 1858.....	31,215 00
Jan'y 1st, 1859.....	31st December, 1859.....	34,890 00
Jan'y 1st, 1860.....	31st December, 1860.....	34,890 00
Jan'y 1st, 1861.....	31st December, 1861.....	34,890 00
Jan'y 1st, 1862.....	31st December, 1862.....	34,890 00
		\$233,935 26

“The above does not include any charge for the conveyance of mail bags in custody of the Company's Employés, but, exclusive of the amount due for that service, it will be seen that, under the Order in Council, the sum due to the Company up to December, 1862, *beyond that which has been credited by the Postal Department*, is \$46,888 18. A reasonable sum, added to this, for the services referred to, but not taken into account, will considerably augment this amount.

“Until the present time it has not devolved upon me to communicate with the Government upon the subject of the payment for the Postal services rendered by the Railway Company: but as may naturally be supposed, I have, in common with other Railway Officers, observed with much interest, the leading features of the recent lengthened Postal controversy between the Government and the Grand Trunk Company.

“The invaluable character of the Postal service, may be strikingly comprehended by a mere reflection upon the privileges, and advantages now enjoyed by the Commercial and Letter-writing community, as compared with those which existed before the Railways were introduced.

“The simple fact that since Railways were established, the annual number of Letters and Newspapers papers passing through the Post Office Department of the Province has increased some 400 per cent., is alone sufficient to prove the incalculable advantages which the Railway system has been the means of bestowing upon the country and Government generally. It is well known, too, that were it formerly occupied *days* to effect written or personal communication between places, it may now be said that it only takes as many *hours*. In the one case the transit was rude, uncomfortable, irregular, and insecure; and in the other all difficulties, *by an enormous outlay of capital*, have been overcome, and comfort, regularity and safety have been ensured. To use the language of an official report,—“robberies and loss, and damages from exposure to weather and other causes of injury, unavoidably incidental [4] to the transport of heavy mails by stage or

waggon over the ordinary roads of the country," have been obviated by the introduction of Railways (*vide* Report of the Postmaster General, for year ending 31st March, 1856).

"Not only, therefore, has the Railway system proved of invaluable service to the country in a commercial and general point of view, but to the Government, and Post Office Department especially, its great and lasting advantages have been so striking as to be *officially* acknowledged in a public report. It has not only enabled the Government to extend a complete postal communication throughout the length and breadth of the Province, but it has enabled it to establish a comprehensive organization of all its Departments. It has enabled it to attain what it could never otherwise have hoped to see accomplished so soon—the rapid development of the whole Canadian Territory—the promotion of commercial and political progress of the Province in such a ratio that no other reasonably available means could have effected. In short, it has been, and is, the great and reliable instrument in the hands of the Government for the advancement, preservation, and consolidation of the country.

"Yet, these inestimable advantages, attained only through the Railway system, appear to be overlooked by the Government, and endeavors seem to have been made to under-rate the character of the mail service rendered, and to coerce the Companies into the acceptance of an amount which is unremunerative.

"It cannot, therefore, I think, be surprising that strong objections have, from time to time, been made by the Railway interest, and that a larger and more liberal payment for postal service has been claimed. The Great Western Company have constantly demurred to the inadequate amounts which have been allocated by the Post Office Department, but no settlement, ever since they commenced to carry the Mails in 1854, has yet been effected.

"I cannot understand that it is sound to under-rate the importance of the service performed—to class it with the commonest (freight) service undertaken by the Company—and to place the rate at the lowest possible computation. It may be, as has been stated, that His Excellency the Governor in Council "has by law the power of determining the rate of remuneration for all Railways in Canada," but the rates which have been so arbitrarily fixed have been so inadequate, that, according to the Report of the Minister of Finance, in October, 1861, to His Excellency the Governor in Council, they have been "subject to the protest of all the Railways in the Province." Since that date, the Government have again had the whole question of Postal remuneration before them. Until recently, they have dealt exclusively with a particular Company, but the late Honorable the Postmaster General (Mr. Foley) declined to pronounce in favor of any one of the estimates made. Arbitration was proposed to be resorted to, but even this practical and reasonable mode of arriving at a fair remuneration, has not, up to the present time, been ratified.

"Under these circumstances, the Great Western Railway Company have been directed to transmit, for the consideration of the Governor in Council, a statement of what they claim as a reasonable allowance for postal service, and of the reasons at length on which such claim is based, together with the evidence they have to offer in support of it. The Company are further requested to state the charge for Passengers—1st, 2nd, and 3rd class respectively—the charge for Season and Return Tickets respectively—the charge for freight by freight trains, by mixed trains, and by passenger trains when parcels or other freight are so carried—the difference made for constancy of service in carrying freight—and the agreements with Express Companies.

"With regard to these enquiries, I beg to state that the Company's ordinary charge for a first class passenger is three cents per passenger per mile. No Season Tickets are issued. In some cases Return Tickets are given, under certain restrictions, at one fare and a-half for the double journey.

"The charges for freight vary according to the articles carried—their bulk, &c., &c. Our tariff charge for first class goods is equal to nine cents per ton per mile. The charges by mixed trains are the same as by freight trains (the mixed train consisting generally of local freight with a passenger car attached). The Company do not directly carry parcels or freight for the public by passenger trains; parcels by passenger train are taken charge of by Express Company, under a temporary arrangement, the terms of which are under revision. We have no agreement with any particular trader for a constancy of service.

The Mails we carry for the United [5] States come under Seal, and are simply placed in the charge of the Baggage-man with passengers' baggage, and no particular compartment is set apart for them.

"From the enquiries made by you as to our charges for the conveyance of freight, I infer that the Government have an idea that the important mail service of the country which we render by Express and other passenger trains, may be placed on an equality with articles carried by freight trains; and as this apparently forms a leading view, I may—in order to shew the reasons which have induced the Company to consider the amount arbitrarily awarded by the Government for the services rendered, as inadequate and inconsistent with the important duty intrusted to them—appropriately refer to the remuneration the Company would receive upon such a basis for the accommodation given.

"The space allotted to the Post Office is considerably over a third of a car, or, say—equal to a carrying capacity of at least three tons.* Taking this weight, therefore, as the basis of calculation, the Company would, at first class rates, receive an annual payment of \$90,534; or, per mile run per annum, \$85.58; or, per mile of Railway per annum, \$289.

"And this does not include any charge for the mail bag service performed by the Company's Employés, as specified at page 9. Making allowance for this, however, the amount payable to the Company, at this low computation, would be considerably over \$300 per annum per mile of Railway for the very extensive service rendered.

"But the cost of fitting up a Post Office Car (and we have seventeen of them specially adapted for the Postal service), is three times greater than that of an ordinary freight car. The speed at which the passenger trains run is more than double that of freight trains; the wear and tear occasioned by the former is much greater than by the latter; the passenger train service is far more important, and is conducted with greater precision, regularity, and efficiency; the space allotted in the cars for the Post Office is reserved exclusively for their use, while freight cars can be used for any purpose and at any time; no fires have to be kept up in them; no fittings are required; no expense for lamps and oil or candles has to be incurred; and the Company are not responsible for human life, as they are in the case of Post Office Clerks conveyed in Post Office cars.

"The fares for Post Office Clerks alone, supposing one only travels with each of the Post Offices sent with the Mails on the Great Western Line, would, at the ordinary rate charged to the public, amount to \$11,000 per annum. It frequently happens, however, that extra Clerks are sent free by the Post Office Department in the cars appropriated to their use; and, in addition to this, the Government demand Annual Passes over the whole Railway for the Honorable the Postmaster General, the Deputy Postmaster General, the Secretary, and two Post Office Inspectors (five in all); and these Passes have been issued for the ensuing year, 1864. If these were charged for, as they assuredly ought to be, the payment of fares alone for the Post Office Officials, would go far towards making up the total sum which the Department has hitherto proposed to allow, for the entire Postal service performed by the Company. The unreasonableness, therefore, of such a remuneration cannot fail to be vividly seen, when put in contrast with the payment which would be due to the Company if even no greater charge were made, than for a common and rude service performed by slow freight trains.

"Seeing, however, that the Mail service is performed by passenger trains, and that the Company set apart in the Post Office Cars attached to such trains for the Post Office service, a space equal to the accommodation of at least twenty first class passengers, it would be far more reasonable to assume that the Company are entitled to receive an amount equal to the fares such number of passengers would be required to pay. Were this done, and the Company to make a reduction from a full fare each way to a fare and a half for the double journey, the amount of remuneration the Company would receive would be about \$146,700 per annum for the service by Post Office Cars. To this amount would have to be added a reasonable payment for the mail bag service, otherwise rendered by the Company—say \$10,000; making a total sum of \$156,700 per annum; and this figure is exclusive of any allowance for the five Annual First Class Passes, which the Department have required the Company to forward to the principal Officers of the Post Office.

[6]. "The case submitted by the Grand Trunk Company, and which has been pub-

* This calculation is understated—it should have been 3½ tons.

lished in the return of Documents relating to Postal service, printed during the present year by order of the Legislative Assembly, refers so fully to the amounts paid by the Post Office Departments in England, Ireland, and the United States, and shows so conclusively how small the remuneration hitherto proposed to be paid in Canada is, as compared with the amounts paid for similar services by those Governments, that it is perhaps unnecessary for me to do more than draw attention to the circumstance; but, as a further instance, coming immediately under my own notice, I may state that the remuneration paid by the United States Government to the Detroit and Milwaukee Railroad Company, which, as you are aware, is in direct connection with the Great Western Company's Line, and under their control, is \$100 per mile of Railway per annum, for a service which can bear no comparison in extent with that performed by the Great Western Company for the Canadian Government, and which is at least five times greater.

"Looking, therefore, to the extent and importance of the service performed by the Company, the manner in which it is conducted, the large expense incurred on its account, and the fair claim the Company most unquestionably have to a liberal and reasonable profit for the duties and services they have to discharge, my Directors consider that their proprietors would be inadequately remunerated by an allowance of any sum less than \$450 per annum per mile of Railway. And in order to show their sincere desire to deal fairly with the question, they will, if the Post Office should unfortunately not concur in the views expressed, be happy to consent to submit the whole matter to the arbitration of two impartial persons, to be appointed by the Government and the Railway Company respectively, and in case of difference, to an umpire, to be mutually chosen by them."

Such was the statement submitted by the Great Western Company, in December, 1866.

On the 2nd instant I had the pleasure to receive from you a notification that the Commissioners would be glad to see me, and accordingly I waited upon them on the following day, the 3d instant.

At the interview which then took place, my attention was particularly directed by the Commissioners to a Report which the late Postmaster General (the Hon. Oliver Mowat) made to the Government on the 12th August, 1863, in reference to the question of compensation to the Grand Trunk Railway of Canada for the carriage of the Mails, and I was directed by the Commissioners to furnish them with the half-yearly published Reports of the Great Western Railway Company, from, from 1858 to the present time; also the Tariff of Freight Rates adopted by the Company during the same period; also the terms of agreement, if any, which the Company may have with any Express Company; also the particulars of the arrangement between the United States Postal Department and the Great Western Railway for the conveyance of letter bags in bond between Detroit and Suspension Bridge; also some data as to the difference of cost between the running of passenger trains and freight trains, more especially as regards speed.

I have now the honor of complying with the behests of the Commissioners. In doing so I have to apologise for the unavoidable delay which has taken place, occasioned, as it has been, by my having to refer to Hamilton for the documents required. The half-yearly Reports from July, 1858, to July, 1864, inclusive, are enclosed herewith. The tariff rates of the Company for 1858, I am unable to forward, as there is not, that I can find, any copy extant; but I enclose the table which was issued in January, 1859, and which has continued in general operation.

With regard to the conveyance of mail bags in bond between Suspension Bridge and Detroit, there is no written contract with the Company. The bags are carried in the baggage car with the passengers' ordinary baggage which is locked up at one end of the road, and not unlocked until it has reached the other. The amount which the Company receive for the same is \$50 per mile per annum. The service has been looked upon as exceptional and of an auxiliary character. The Company are required to find no cars for the purpose, there being sufficient space to accommodate the bags in the compartment set apart for ordinary baggage. If the Company did not convey these mail [7] bags, the payment would be lost to them as they would go by the Lake Shore American route. The through Mails being conveyed over a Canadian Railway, has a potential influence with American Travellers; inducing them to select the through mail route adopted by their own Government. Consequently while the sum received for the service is admittedly inadequate, the collateral advantages arising therefrom dictated the arrangement as a matter of policy.

In a similar way it might be said we have no agreement with the American Express Company, as there is a simple understanding that their express matter shall be conveyed over the Great Western Railway at fifty per cent. more than the first or highest class freight rates. The Railway Company have not considered this an adequate remuneration for the service performed; they therefore have declined to renew an agreement for any period of time, so that on a favorable opportunity occurring they might be in a position either to take the express business into their own hands, or to increase the price charged as might become expedient.

As in the conveyance of United States Mail bags, there are extensive collateral advantages arising out of an arrangement with the Express Company, whose agencies are spread universally over the American Continent and whose Officers use their influence in promoting the ordinary passenger and freight traffic over the Railway used by their express. These agencies exercise a control over travellers and freight traffic, the value of which is undoubtedly very great to the Railway Company. Thus beyond the mere payment they receive from the American Express Company the Great Western have the advantage of their advocacy in all the principal places on the American Continent.

In comparing therefore the payments of the Express Company to the Railway Company, with the payments that should be made by the Postal Department of this Province, the valuable auxiliaries I have referred to, must be prominently borne in mind. The Company receive no such aid from the Postal Department of this Province. Its Officers do not act in any way as the advocates or agents of the Railway Company; they are not brought in contact with the travelling public or the trading community, and their voice is of no moment whatever in securing general traffic to the line.

With these prefatory remarks I now beg to submit a statement shewing what would be the payment to be made by the Post Office Department to the Great Western Railway based upon the actual service rendered by *Post Office Cars* if conveyed at express charges.

From	To	Mileage.	One and half 1st Class rate in cents per 100 lbs.	Per 3½ Tons.
Windsor - - - -	London - - - -	109½	75	\$49 95
London - - - -	Windsor - - - -	109½	75	49 95
Do - - - -	S. B. - - - -	119½	82½	54 94
Do - - - -	do - - - -	119½	82½	54 94
S. B. - - - -	London - - - -	119½	82½	54 94
Do - - - -	do - - - -	119½	82½	54 94
London - - - -	Sarnia - - - -	61½	42	27 97
Sarnia - - - -	London - - - -	61½	42	27 97
Guelph - - - -	Harrisburg - - - -	27½	19½	12 98
Do - - - -	do - - - -	27½	19½	12 98
Harrisburg - - - -	Guelph - - - -	27½	19½	12 98
Do - - - -	do - - - -	27½	19½	12 98
Hamilton - - - -	Toronto - - - -	39	25½	16 98
Do - - - -	do - - - -	39	25½	16 98
Do - - - -	do - - - -	39	25½	16 98
Toronto - - - -	Hamilton - - - -	39	25½	16 98
Do - - - -	do - - - -	39	25½	16 98
Do - - - -	do - - - -	39	25½	16 98
		1163	Per day	\$529 40

Per year \$165,702.20
Per mile of Railway per year \$480.87

[8] Thus the amount which would accrue to the Company if the service rendered to the Postal Department were paid for at the same rate paid by the American Express Company, would be \$480.87 per mile of Railway per annum or \$529.40 per day or \$165,702.20 per annum. Including the charge for the subsidiary service performed by the Company in the conveyance of mail bags in custody of the Company's servants—the payment for which has been estimated at \$10,000 per annum—the payment per mile of railway would be \$509.28 or per annum \$175,702.20.

With regard to the relative cost of working passenger and freight trains upon which the Commissioners require information, the following remarks are offered :

The power consumed, or, its relative equivalent, the work accomplished, in the motion imparted to a Railway train, is, theoretically speaking, the product of the speed and resistance, or load hauled. Hence, the same power that will haul a light load at a high rate of speed, will, other things being equal, haul a heavy load at a low rate of speed. And as the power consumed or expended under such circumstances is the measure of cost, the hauling of a light load at a fast speed becomes as expensive as the hauling of a heavy load at a slow speed. The load generally hauled upon passenger trains is only about one-third of that hauled upon a freight train : so that from the above data it is apparent that the cost per ton or per car hauled on passenger trains, is as much in advance of the same on freight trains as the number of cars hauled upon the latter is greater than the number hauled on the former. Again, taking the question beyond a theoretical point of view, there are facts connected therewith which experience teaches us, add materially to the expense of running trains at high speeds, such as the more rapid wear of the rolling stock, and the permanent way or track. The action which takes place between the rolling stock of a railway and the track upon which it runs is a percussive one, resembling in effect the sudden and repeated blows of a hammer ; and the greater therefore the speed of a train, just so much quicker, and consequently more forcible and damaging in effect is the pounding which occurs between the wheels and the rails.

From the foregoing considerations it may be stated generally, that all trains become more or less expensive to work in proportion to the speed at which they are run ; as the following facts from our own working will show :—

As a rule, upon the Great Western Railway, passenger trains are run at a speed varying from 25 to 32 miles per hour, and freight trains at from 10 to 16 miles per hour ; or the relative speed of passenger trains as compared with freight trains is as 2 to 1. The comparative cost in fuel and lubricating material for running the two classes of trains in question, namely, passenger and freight, is found to be as 2 to 1 ; or in other words, it costs 100 per cent more in *consumed stores alone* to haul an average weight at a passenger train speed, than it does to haul the same weight at a freight train speed. To this cost we have to add that of wear and tear of the locomotive machinery employed, which in the case of passenger trains is found to be greater in proportion to the number of cars hauled by 150 per cent. than that which occurs to engines employed in the haulage of freight trains. So that in total it would appear that the actual cost of hauling an average weight car upon a passenger train is at least 250 per cent. more than the cost of hauling the same load upon a freight train.

In addition to the above-mentioned facts there are other considerations which form an important item in the expense of maintaining Railway rolling stock which must be taken into account when dealing with the question of profit and loss attending different speeds of Railway trains. I refer to the failures or accidents, which if not altogether caused by the increased speed of passenger trains, are in most cases aggravated to a considerable extent in consequence of such speeds.

This is more particularly the case during the winter months when the ordinary speed of passenger trains cannot, without greater risk and cost, be maintained, owing to the severe strains to which the rolling stock is subjected on account of the frozen and hard or non-elastic state of the track. In proof of this may be cited the fact, that on the Great Western Railway during the ten days of severe weather which occurred from January 21st to 31st of the present year, out of 16 locomotives which failed, whilst performing their journeys, in consequence of broken wheels, tyres, and axles, 13 of the number were running passenger trains. These figures testify most clearly that one of the chief causes of the failures enumerated, lay in the speed at which the trains were running, and also

goes to form additional and conclusive [9] evidence of the unavoidable extra expense attending the maintenance of speeds such as those run by the passenger trains of our Railway or of the Continent generally.

Having now dealt with the matters to which my attention was particularly directed by the Commissioners, it becomes my duty to make some observations upon the Report of the late Postmaster General, the Honorable O. Mowat, which is dated the 12th August, 1863, but which had not been published nor was known to me when my letter of the 30th December, 1863, was written.

So far as the Great Western Company are concerned, the following are extracts in special reference to them, made by that gentleman in his Report:—

(1.) "Before the Governor made any Order in Council fixing the rates to be allowed, most of the railways were carrying the mails on terms mutually agreed upon, or which were fixed by the Post Office Department, and generally speaking, acquiesced in by the Companies. Thus the Great Western Railway, which is 345 miles in length, was partially open in November, 1853, and received the sum of \$310 for carrying the mails between Hamilton, Niagara Falls, and London, for November and December of that year. For the three following months \$30 a day were charged by the Railway and paid by the Post Office Department for the conveyance of the mails over the whole line from Suspension Bridge to Windsor. This rate is equal to \$40.87 per mile of railway per annum, for the use of all trains run. Afterwards the Company rendered its accounts, dating from 1st April, 1854, charging at the rate of \$100 per mile—two mails a day each way being the ordinary measure of service afforded. The Post Office Department, however, deeming this rate too high, refused to assent to it, and made payments, from time to time only on account, until January, 1861, when the Great Western was credited, for the period antecedent to the date of the Order in Council of September, 1858, at the rate of \$100 per annum, and for the subsequent period at the rates fixed by the Order in Council. The Company, however, continued to render its accounts, charging \$100 per mile as before.

(2.) "The rate of compensation asked by the Grand Trunk Railway is 110 per mile of Railway per annum, and by the Great Western Railway \$100 per mile; in either case on the understanding that the arrangement would include the use only of the ordinary traffic trains, and of such stopping places for the exchange of the mails as might be selected from the ordinary way stations of the railway, and would not convey to the Post Office any control over the working of the trains used for the mails, either as regards speed or hours of departure or arrival."

In No. 1 extract it is announced it had been settled that up to September, 1858, the payment to the Great Western should be \$100 a mile. At the date of my letter of the 30th December, 1863, I was unaware that any such decision had been come to, and I cannot find that any official intimation was made to the Company upon the subject. The extract then states that from September, 1858, and subsequent to that period, the sum allocated by the Government for Postal remuneration to the Great Western Company has been at the rate fixed by the Order in Council of September, 1858, and which the Postal Department appear to have interpreted to mean \$70 per mile. The remarks, however, contained in my letter of December, 1863, will show clearly how this Order has been misconstrued, and how much less the Government has allocated under it than it ought to have done. I refer to this matter, not with a view of expressing my satisfaction with the Order in Council of September, 1858, even though the construction put upon it by the Company were admitted, but to show the discrepancy which has crept in and the apparent disposition on the part of the Postal Department to adopt an interpretation having the effect of reducing the payment to the lowest minimum. Of course, zeal on the part of the Post Office Officials in reducing the expenditure of the Department to the lowest point, must be looked upon as a praiseworthy motive; but that motive acts most prejudicially to the Company when it is considered that the sole power of fixing the payment for Postal Service rests, practically, in the hands of that Department, though ostensibly it is in the hands of the Governor in Council.

The report of the worthy Postmaster General who has recently retired from office, conclusively shows this—the Governor in Council invariably acting upon the Postmaster General's recommendations, whose views must of necessity be mainly guided by officers of experience in postal matters, permanently appointed by the Government. Thus

it is that an ever vexatious difficulty has been experienced between the Postal Department and the Railways; the Post Office Official is directly interested in keeping down the expenditure of his department, and consequently in forming views with regard to the value of the service performed by the Companies which shall limit the payment in the most sparing manner. In fact, it is his aim, as it is to his credit, that the payment to the Railway Companies shall be as low as possible; while, on the other hand, it must be frankly admitted that it is likewise the aim as it is to the credit of the Railway Manager that he should obtain for the Company the highest payment he can.

Here then are two extremes, and these extremes, from the want of a disinterested and impartial arbitrator, are allowed to grow and grow, until a simple business matter becomes a most entangled and abstruse problem. At all events, such is the position of affairs at the present moment.

Why some equitable provision for the avoidance of this state of things cannot be made, men of common sense must be at a loss to know. Arbitration, the fairest of all means, is denied to the Railway Company; indeed the Post Office would seem to reject any plan that can leave a shadow of a doubt as to a decision in their favor. A plea has been put forward, that to leave the settlement of the Postal question to an arbitrator who is unacquainted with Railways, be he of ever so high a standing as a man of business or position, is most unsafe for the Post Office. If he has no acquaintance with the practical working of Railways it is taken to be a barrier to his arriving at a sound conclusion; while if he happens to be a Railway shareholder or interested in the conveyance of matter over a Railway, his judgment might be biased. Such are the arguments against the appointment of an arbitrator to settle matters between the Government and the Railway.

It must be seen, however, that if it is probable that the arbitrator has no practical knowledge of Railway working, it is equally probable that he has no practical knowledge of the business of the Post Office Department. If this be so, and it has been undoubtedly so in most instances, the position of parties whose affairs are being arbitrated is equal.

The result of the arbitration, therefore, must mainly rest upon the able advocacy of the one side or the other, and upon the intelligence of the impartial arbitrator mutually fixed upon.

The fact of the selection being *mutual* answers the other point raised, with regard to the fitness of the arbitrator on account of any business relations with or pecuniary interests in the Company. It would be a stigma upon the standing and dignity of gentlemen of this Province to infer for one instant that intelligent, honorable, impartial men cannot be found for the settlement of so ordinary a question as a disputed payment by the Government to any Railway Company for any services it may render.

Extract No. 2, from the Postmaster General's Report, states that the rate of compensation asked for by the Grand Trunk Railway is \$110 per mile of Railway per annum, and by the Great Western Railway \$100 per mile. Replying for the Great Western Railway, I would respectfully submit that such is an entire misapprehension.

The Great Western Company have to make up their accounts half-yearly, and they have to divide the proceeds of the net earnings of the Railway amongst the various shareholders. To do this, they have been compelled to assume sums which they could safely calculate upon receiving for the Postal Service, under the most unfavorable circumstances, when an adjustment should be made. This statement will, I trust, sufficiently explain why the Great Western Company have published, in the half-yearly accounts submitted to their shareholders, \$100 per mile as the payment made on account of postal remuneration. Until a short time before my letter of the 30th December, 1863, was written to the Secretary of the Post Office, the Company had never been informed of the Order in Council of September, 1858; they had continually protested against the insufficiency of the amounts from time to time allocated by the Post Office Department; and the Board of the Company remained content with such protest, hoping that the time would arrive when the Government would consent to a fair adjustment and an adequate remuneration for the work performed.

The Postmaster General's Report states that \$110 per mile of Railway were allowed to the Grand Trunk Company in 1858; and after deliberate consideration of the various claims that Company put forward, he apparently came to the conclusion that \$90 per mile

[11] of Railway per annum was a proper remuneration for the service performed, and he expressed his opinion in the following terms :

“ The rate suggested is not less than it should be, but is a fair and liberal rate towards the Company, as well as just to the Province.”

With regard to this rate, which is an advance upon the Order in Council of 1858, the Postmaster General further stated as follows:—

“ In the advance which the undersigned has thus felt it his duty to suggest for the future postal services rendered by the Company, he has assumed that there is no moral or equitable obligation on the part of the Province towards this Company any more than to any other of our Railways; or that if there is, it should not enter into the calculation of the postal rates we should pay.”

The conclusion, therefore, at which the Postmaster General arrived, was that the above was a fair payment to the Grand Trunk Company, based purely and simply upon the merits of the actual services performed by them. I cannot for an instant allow it to be supposed that I coincide with the view so arrived at by the Postmaster General, or admit that such a sum can be justified; but it remains to be shown what, upon such a principle (the actual service rendered) would be the claim of the Great Western Company for the work they perform for the Post Office, as compared with the Grand Trunk. Happily the means are at hand for furnishing correct data for this comparison.

At page 6, Blue Book of the Postmaster General's Report, of the 12th August, 1863, it is shewn that the service performed by the Grand Trunk Company west of Toronto, including London and Sarnia, was as follows:—

Annual number of miles run with Post Office car carrying mails.....	118,940
Annual number of miles run with Mail Bags without Post Office car.	75,120
	194,060
Total.....	194,060

The Postal Service performed by the Great Western Company west of Toronto as far as Sarnia, but not including the line between Suspension Bridge and Hamilton, and Komoka and Windsor, was as follows:

Annual number of miles run with Post Office car carrying mails.....	247,583
Annual number of miles run with Mail Bags without Post Office car.	135,059
	382,642
Total.....	382,642

Thus it will be seen that the Great Western performs for the Post Office west of Toronto, a very much larger service than the Grand Trunk Company; being as regards miles run with Post Office cars 108 per cent. more than Grand Trunk, and as regards miles run with Post Office bags 79 per cent. more than Grand Trunk. Indeed in the report of the Postmaster General, he especially alludes to the fact of the Mail Service on the Great Western Line west of Toronto being of far the most importance.

I will now extend the comparison. In the same report it is shewn that as regards the service performed by the Grand Trunk, that between Montreal and Toronto is the most important, and between these places the document also states what service has been rendered, thus:

Annual number of miles run with Post Office car carrying mails.....	416,916
Annual number of miles run with Mail Bags without Post Office car.	nil.
	416,916
Total.....	416,916

While over the entire length of the Great Western Railway (which is only 12 miles in excess of the Montreal and Toronto section of the Grand Trunk), the following service has been performed :

Annual number of miles run with Post Office car carrying mails.....	364,019
Annual number of miles run with Mail Bags without Post Office car.	269,336
	633,355
Total.....	633,355

Thus it will be clearly seen that there is a greater average proportion of mail matter conveyed, and a greater mileage service performed per mile of road by the Great Western Company than by any other Company. Taking the service upon the *bare merits* therefore, it is quite evident that the Great Western Company are entitled to a larger payment per mile of railway. And with regard to collateral considerations, it is admitted in the Report of the Postmaster General, the Honorable O. Mowat, that the Great Western Company has the same claim as any other Company. As these claims however have been so ably put forward by my colleague in railway management, Mr. C. J. Brydges, it is not necessary for me, in referring to them, to do more than express a hope that the Commissioners will give them a just and liberal consideration.

[12] I have thus, in order to establish the fair claim of the Great Western Company to a larger payment per mile of Railway, on account of the nature and value of the service performed by them, endeavored to place before the Commissioners such information as will enable them to decide what the *relative* payment shall be. With regard however to the sum fixed upon by the late Postmaster General—\$90 per mile—I entirely demur to its adequacy as a fair remuneration to the Great Western Company.

From his report, it may be clearly inferred it was the opinion that the Railway Company should charge for the conveyance of the Mail Bags, after the same rate it might be charging an Express Company for forwarding its parcels by a Passenger train; and I also gathered from the Commissioners, when I had the honor of an interview, that they had been somewhat impressed with the same view. If it be that the Railway Company is to be paid after the rate paid to it by the Express Company, I think the paper which I have now submitted will clearly shew that the Great Western Railway is entitled to \$529.40 per mile of railway per annum.

It is hoped that the Commissioners will give proper weight to the fact that seventeen additional cars are provided for Post Office work; ten of which might be entirely dispensed with, provided no mails were sent over the Railway. These seventeen cars form a capital charge of \$25,500; the fittings, stove, &c., cost \$450 each car; the cost of fuel for fires during the winter months is \$9 per day; the cost of lamps and oil used equals \$8 per day; the cost of *repairs* of all the Post Office cars since they have been built has been \$11,750 per annum; and the charge for renewals is \$2,550 per annum. These figures of themselves show how utterly inadequate has been the payment allocated by the Government.

A very extreme view has also been taken in comparing postal matter to the commonest class of freight, and even live stock, which is carried from Windsor to Suspension Bridge in full train loads—45 cars sometimes in a train. Indeed a course has been taken indicative of a most illiberal spirit and of a desire to establish a justification for coercing the Railway Companies into an acceptance of a payment which it would be impossible to call remunerative.

Post Office matter cannot be classed with ordinary freight. It is made up of numerous letters, newspapers, and parcels, upon all of which distinct charges are made—the minimum for letters being 5 cents for half an ounce, equal to \$3,200 per ton.

If a comparison therefore is made at all, it must be from the point of the relative value of mail matter, and thus more than the highest charges the Company make for freight could fairly be claimed for the conveyance of the mails. The highest charges on the Great Western Railway are double first class, and if this rate be applied to the accommodation given to the Post Office and specially occupied by them for Postal matter, the annual payment to the Company for the service performed would be \$220,934.18 per year or \$640.38 per mile of Railway per annum.

Low class freight is sent in bulk and in large quantities; is taken at the Company's convenience, and when forwarded by wholesale dealers, is generally accompanied with higher class goods. Thus in order to secure the business of a large firm, articles which will not bear high charges are taken by the Railway Company with a margin of profit only, in consideration of the higher payment made by them for the higher class of traffic they likewise send by Railway. To adopt therefore the lowest rates charged by the Company for such descriptions of freight, as forming a fair comparison between it and mail matter conveyed, would be shewing an illiberality which can hardly be conceived.

It is impossible to believe the idea that a few tons of iron or salted pork can for one moment be entertained as equal in importance and value to a few cwt. of letters; upon the

quick dispatch of which probably depends the most important results. If such views were to obtain, Railway Companies, if they were at liberty to do so, would most undoubtedly prefer to avoid the postal service altogether than undertake it upon such illiberal terms.

That such will not be the measure with which the Commissioners will mete out justice to the Railway Companies, I have full confidence. I feel assured that after weighing the whole facts and circumstances which will be submitted to them in connection with the important character of the mail service performed by the different Railway Companies, they will set aside any extreme view which may be taken either by the Post Office Department or by the Railway Companies, and base their decision upon the just merits of the work performed and the service rendered. I trust also that regard will be had to the great benefits which the Railway system has bestowed upon the country generally; and to the enormous outlay of capital by which alone those benefits have been secured.

Respectfully submitting the above remarks,

I have the honor to remain,

Sir,

Your most obedient servant,

THOS. SWINYARD.

The Honorable Wm. Hume Blake,
Chairman, Postal Commission, Quebec.

NORTHERN RAILWAY OF CANADA.

POSTAL SERVICE.

To the Honorable Wm. Hume Blake,
Chairman, Railway Postal Service Commission,
Quebec.

NORTHERN RAILWAY OF CANADA,
Managing Director's Office,
[At Quebec, 4th February, 1865.]

SIR,—I have the honor to acknowledge the receipt of your letter of the 24th January, inviting me to submit any claim the Northern Railway Company may have to make under any clause of the Commission dated 16th December, 1864, an extract from which was attached.

The terms of the Commission, so far as they appear in the said extract, propose three heads of Enquiry :

- 1st. As to the adequacy of payment provided for the Postal Service by Railway from the 18th September, 1858, to the 12th August, 1863, being the dates respectively of Orders of the Executive Council relating thereto.
- 2nd. As to the adequacy of the payment allowed under the Order of the 12th August, 1863, to the 14th November, 1864.
- 3rd. As to the amount which should be allowed for the postal service by Railway for the period of three years, commencing 14th November, 1864.

I shall endeavor in the treatment of these subjects to avoid all extraneous or irrelevant discussions, and as far as possible to confine myself to a simple enquiry and practicable statement as to the amount of remuneration which would seem to be fairly and reasonably due by the Government for the performance of the Postal Service by this Company, as required by the Post Office Department and to submit our claims for moneys due in regard to past inadequacy of payment, and to an increased rate at which this Company should in future be remunerated.

The mail service heretofore performed upon the Northern Railway has consisted of two mails per day, each way, viz.: one "Regular Mail" each way per day, in charge of a mail conductor, and one "Extra Mail" each way per day, in exclusive charge of the Com-

pany, being received and distributed by its officers; the "Regular Mail" being a constant, and the "Extra" an inconstant and fluctuating service.

For the performance of this service one-third of a baggage car, of a full capacity of ten tons, and run in mail and express passenger trains, at an average speed of twenty-four (24) miles an hour, is exclusively appropriated to the conveyance of mails; representing therefore a special and exclusive appropriation of one-third of the carrying space (or 3.33 tons) of four baggage cars each running once per day over the whole mileage (95) of the road, making the daily mileage for each mail (regular and extra) 190 miles.

The Post Office compartments are specially built and fitted for the purpose, their requirements necessarily altering and dictating the whole form and arrangement of the cars; they are furnished with pigeon holes, shelves, drawers, hooks and other appliances requisite to the carriage, sorting and distribution of mail matter:—and are separately lighted and warmed.

Being thus of peculiar construction and sub-division, they are inapplicable to other than mail uses, and cannot be run economically in the general service of the Company. In addition, however, to the four cars for regular running use, the service requires a reserve of two for necessary repair, and to meet accidents and casualties; thus representing a special and otherwise unavailable stock of six mail cars, of an aggregate value of \$10,000.

A mail conductor in charge of each regular daily mail is carried free; and it is worthy of observation, as suggesting a corrective, that notwithstanding that no separate charge is made for that officer, the Company has been held liable for damage to his person by accident or casualty, as though he were an ordinary paying passenger, instead of, as he is, an official paid for the journeys made, and for any special risk pertaining to the ordinary performance of his duties.

The Post Office Department also claims, and receives, free annual passes, available for every train throughout the year and over the whole line, for its chief officers and staff at Quebec, and for its local and District Inspectors: in addition to which the subordinate local officers regard free transit as a right by courtesy if not by departmental regulation.

[2] It is unnecessary here to refer to or enlarge upon the powers possessed by the Department in the direction and dictation of the details of this service, as regards the timing, departure and stoppage of mail trains, as the Commissioners will acquaint themselves with, and be the best judges of, the bearing of the law in those particulars. This Company it is fair to say, has no complaint to make of undue or inconsiderate exercise of those powers in the practical operation of the service; but has cheerfully acceded to all requisitions made upon it by the Department and its officers. It is nevertheless worthy of remark that as "Flag Stations" are numerous upon the line, at which trains would otherwise only stop on signal, the establishment of Post Offices at those points, has necessitated regular stoppage, and thus deprived the Company of the economy which its own regulations would secure in relation to them. Every stoppage of a train is a special element in wear, tare, time, and fuel, and ought to be remunerated in some form.

In regard to the second or "extra" mail per day, the only appreciable difference in the service is that no mail conductor is carried, but that the mail bags are received and distributed at the various stations by the Company's officers; for although the mails are not sorted *en route*, and some of the special provisions in the Post Office compartment are thus unnecessary, yet as a measure of security the compartment itself would seem to be essential: and the extra labor and responsibility involved in the receipt, care, and distribution of the mail matter, instead of being the subject of a reduction of the payment, is at least an equivalent to the free carriage of a conductor, if it is not a fair claim for a higher rate than that allowed for the regular mail: indeed the Department has recognized this labor and responsibility, not, it is true, by any payment to the Company, but by a periodical gratuity to its officers employed in this service.

I think it will be found, on reference to the local officials, that the mail service of this line during the last ten years has been efficiently performed, with unbroken punctuality and safety: not a single instance, as I am advised, being on record of any irregularity or loss of time to a mail train, or of any delay, loss, or damage to mail matter conveyed.

Having thus stated the nature of the mail service heretofore performed, I proceed to consider the question of remuneration for the two periods set out in the first and second

headings of the enquiry, viz., from the 18th September, 1858, to the 12th August, 1863, and again from the 12th August, 1863, to the 14th November, 1864.

Although successive portions of this line were open for traffic, and used for the conveyance of mails, between May and December, 1854, it was only on the 1st January, 1855, that the whole length between Toronto and Collingwood was brought into regular operation; and only then that the mail service assumed systematic and established form. From that date the postal rate charged to the Government, under the authority of the Honorable Malcolm Cameron, then Postmaster General, has been at \$110 per mile per annum. I am not aware that any Order of Council then passed authorizing this rate, but understand it to have been established by agreement between the Minister named and the then Superintendent of this Railway. Access to the records of the Department will probably supply documentary evidence of authority for it, which, in consequence of the destruction of the correspondence and papers of the Company by fire shortly afterwards, I am unable to present.

The payments made on account of the said rate, between 1st January, 1855, and 1st January, 1859—four years—although not accurately representing any given rate upon a mileage basis, and therefore in our view recognizing an open account, were a very close approximation to an average of \$60 per mile per annum.

We have no Executive or Departmental Order establishing that rate, although it was known to the postal authorities that they stood charged with the higher amount in our books.

It is peculiar to note, however, that during the whole period named, we were paid at irregular dates and in irregular amounts, demonstrating, as it seems to me, the absence of any pretence to system, or to established rate. Thus, from 1st January, 1855, to July, 1856, the aggregate of these irregular payments represents an average rate of \$7,200 per annum, or say \$75.78 per mile per annum:—for the next eighteen months, viz., from 1st July, 1856, to 1st January, 1858, to \$4,000 per annum, or say \$42.10 per mile per annum:—and during the year 1858, to \$5,200 per annum, or \$54.73 per mile per annum. It is true, as already stated, that an average struck over the whole period will approach closely to \$60 per mile; but the extreme punctuality and admirable order which always marks the postal administration, forbid the notion that these irregular payments were intended to represent any fixed rate, and especially as we were never advised of any Executive or Departmental Order establishing it, whilst on the other hand, it was known to the authorities that throughout that period they stood charged at the original and higher amount (\$110) in our books.

When therefore, on the 1st January, 1859, the Order of Council of the 18th September, 1858, took effect, establishing the future rate of \$30 per mile of Railway per annum for "the transport of mails by a day train" and "for mails sent by Railway as ordinary baggage or freight in charge of Company Guard, and when not exceeding 2 cwt. in weight, two cents per single train per mile," the Post Office Department stood charged in the Company's books with an unpaid balance of \$18,960.

These changes of rates, first from \$110 authorized by the Honorable Malcolm Cameron [3] to \$60 per mile per annum by the Honorable Robert Spence his successor; and again from \$60 to \$30 per mile per annum by the Honorable Sidney Smith during his period of office, were made arbitrarily, not only without consulting with the interests especially affected by them, but as far as our knowledge extends, without any other authority (save in the last case) than the Departmental dictum of the successive Ministers: indeed the phraseology of the Order of the 18th September, 1858, clearly denotes that up to that date, at any rate, no systematized regulation in regard to Postal payments to Railways had obtained; for it declares that "on a Report dated 18th June, 1858," the Postmaster General submitted that "it was highly expedient that some *definitive and authoritative settlement* should be had of the rate of compensation to be awarded to Railway Lines for the transport of the mails," shewing that the services previously performed were either subject to the charges made for them (as at \$110 per mile already noted) by the Railway Companies in agreement with the Department, or to such sums (in this case at the rate of \$60 per mile) as the Department had been willing to pay on account.

"I submit that as previous to the 18th September, 1858, "no definite or authoritative settlement of the rates to be paid" had been duly made, it was not competent to

the Department to give *ex-post-facto* operation to the Order then adopted, and thus to annul the terms upon which this Railway had for four years previously performed the service: and I venture to call the attention of the Commissioners to the provisions of the Acts, making the Postal an obligatory service upon railways, as in the absence of due conformity therewith, there would seem to have been no power to disturb or repudiate in September, 1858, the arrangements made with this Company in 1854, by the then Postmaster General, so far as relates to the intervening period: for if the law (Post Office Act, ch. 31, Con. Stat., 1851) confers power upon the Postmaster General to enter into agreements for the conveyance of mails by Railways, but when the service or terms are obligatory requires (ch. 66, Con. Stat. secs. 109 and 111) that such terms, conditions and regulations shall be established by order of the Governor General in Council, and if the rates as affecting this railway were agreed upon between the Postmaster General and the Company, and were never otherwise "definitely and authoritatively settled" by the Governor in Council until the 18th September, 1858, then it would seem that the original rate would hold until that date, and may not be disturbed by an *ex-post-facto* application of that order; upon this ground we claim that the rate of \$110 per mile per annum was applicable from 1st January, 1855, to 1st January, 1859; and the Government was then and still is indebted to the Company in the amount of \$18,960 in relation to that period.

With reference to the "extra mails" conveyed during the same period, whilst we contend that the rate of "two cents per single train per mile" is inadequate, I do not propose to disturb a settlement of that account arrived at on the 3rd May, 1864, for the period ending 31st December, 1863.

It serves however to illustrate the helpless position occupied by Railway Companies under the arbitrary powers exercised in regard to payments by the Post Office Department, to note, that although the Order of Council of the 18th September, 1858, specifically directed an allowance for this extra mail service of "two cents per single train mile," yet, by a strange distortion of that authority, we were from October, 1859, to December, 1863, only paid at the rate of two cents *per mile of road for the double journey*: that is to say, at the rate of *one cent per single "train mile"*; thus for a period of four years, in the face of the clear language of the Order and our repeated protests, we were required to carry and distribute daily mails in the sole charge of the Company, over 95 miles of railway for 95 cents! and when at length a corrective came to be applied, and the arrears of four years were acknowledged and adjusted, the Department instead of then adopting the Order of Council in its integrity, deducted all passenger fares paid during that period by officers of the Department for journeys alleged to have been made in the public service, a deduction utterly unwarranted by the terms of the Order professedly conceded.

With reference to the second heading of the enquiry, namely, the adequacy of payment allowed under the Order of the 12th August, 1863, to the 14th November, 1864, I beg to observe that as the order cited is applicable solely to the Grand Trunk Railway, the second period upon which we claim further remuneration will range from the 1st January, 1859, to the 14th November, 1864, the only Order applicable to our case during that period being the Order of the 18th September, 1858. As we have never assented to the rate then authorized and since paid, but have always protested against it as insufficient and unjust, we submit that we shall be entitled to receive payment of whatever balance may be found due for that period on the basis of any increased and more equitable rate now to be adjudged.

I proceed now to consider, with reference to the third heading of the enquiry, the rates authorized by the Order of the 18th September, 1858, and what amount should be allowed for the Postal service during the period of three years, commencing on the 14th November, 1864.

Assuming the nature and extent of the Railway Postal Service to be defined, it would not be difficult to compute the cost and charges due to it, adding the reasonable profits to which Railway investments are entitled: but as the service may fluctuate, and as the powers conferred upon the Government involve at its option a possible monopoly of "the whole resources of the Company," a standard for such a computation is [4] scarcely attainable, whilst the complications of such a technical estimate would probably deprive it of value for application to the present purpose. There are other elements to which such a system of estimate would not cover, as for instance an alleged claim for a reduced rate by reason

of the "continuity of the service." Upon this point I have simply to observe that the Company has many customers whose regular accounts are ten times as productive to its revenues as the Government mail account; whose business is marked with almost the same regularity, and who, nevertheless, expect to pay and do actually pay the same tariff rates as those whose trade is more fluctuating and uncertain: indeed the law protects the small trader by requiring a common application of Railway tariffs, and it is not to be supposed that the Government in dealing with its own case would suggest an evasion or infraction of provisions especially intended to prevent any discrimination or preferences in the application of Railway rates leviable from the public.

The express service has been referred to by the Post Office Department as affording a standard of comparison in adjusting the mail charges; but I submit the cases are not parallel, or to be dealt with on any common basis. The express service on this Railway is a purely local one, reduced chiefly to "parcels express" of goods either of special value, or more usually of a perishable nature. It has been the policy of the Company directly in its own interest to aid and promote the express service in order to relieve itself from a class of business for which its staff is inapplicable for distribution beyond the stations of the line; and which, involving the duty of *instant delivery*, is peculiarly open, in the hands of a Railway Company, to claims for damages. Whilst, therefore, care has been taken to prevent any diversion of ordinary and legitimate "freight" from the Company's operations, by affixing a higher rate than is applicable under the regular Freight Tariff, the express rate payable to the Company was originally fixed at a standard intended rather to encourage and develop the business than to secure an immediate remuneration equivalent to the nature of the service rendered. Thus, the arrangements conceded on the establishment of the service, which, at its initiation, was a mere experiment, were not such as are due to a service fairly established: accordingly the Company nearly a year since notified the express proprietors that on the expiration of the period contracted for, the contract would be annulled. The same rates, however, which have heretofore been charged, if applied to the provisions afforded for the conveyance of mails, would represent a remuneration very much higher than has hitherto been paid to this Company by the Post Office Department.

Although it would be easy by reference to the mail rates paid in Great Britain and the United States, as well as to those paid by the United States Government for the transport of closed mails through Canada, to illustrate the inadequacy of the payments hitherto made to this Company, such a comparison might be open to the discussion of the local and various conditions under which such services are rendered and which would disturb the analogy. I prefer therefore to yield any force attaching to such comparisons, and to confine myself to the action of the Post Office Department itself, upon such mail routes as are directly connected with and fed by this Railway, and as are respectively serving in the partial and subordinate distribution of the very same mail-matter collected, conveyed and delivered in bulk over this line.

Premising that the rate paid to this company under the Order of September, 1858, is \$30 per mile of road per annum, I proceed to institute a comparison of the rates allowed to three of the subordinate routes diverging from this line, for one mail per day each way, and upon none of which are mail conductors carried.

1. BELL EWART AND ORILLIA, by *Lake Simcoe Steamer*. Round trip 60 miles at \$10 per trip, being equal to 16.66 cts. per mile run, or \$104.33 cts. per mile of route per annum, or \$3,130 a year gross.
2. COLLINGWOOD AND OWEN SOUND, by *Georgian Bay Steamer*. Round trip 90 miles at \$12 50 cts. per trip, being equal to 13.83 cts. per mile run, or \$86 94 cts. per mile of route per annum, or \$3,912 50 cts. a year gross.
3. COLLINGWOOD AND DURHAM, (Bentinck P. O.) by *Pair-horsed stage*. Round trip 90 miles, at \$5 per trip, being equal to 5.55 cts. per mile run, or \$35 15 cts. per mile of route per annum, or \$1,582 a year gross.

To present these deductions in more available form for comparison, I append the following tabulated statement :

Name of Route.	Description of conveyance.	Round Trip.	Per Trip.	Per mile run.	Per mile of road per annum.	Per annum. Gross.
			\$ cts.	cents.	\$ cts.	\$ cts.
Northern Railway	Railway	190 miles.	9 10	4.79	30 00	2850 00
Bell Ewart and Orillia.....	Steamer	60 "	10 00	16.66	104 33	3130 00
Collingwood and Owen Sound	Do	90 "	12 50	13.88	86 94	3917 50
Do Durham	Stage	90 "	5 00	5.55	30 15	1582 00

[5] Showing that the average payment to the Steamers is 325 per cent. and to the Stage 12 per cent. higher than that allowed to this Railway.

To value the comparisons thus made, regard must be had to the sum of the investments necessary to supply the service in each case: to the essential provisions for the Railway alone, of its own roadway and track, the steamers and stages of course enjoying a free highway; to the speed of the Railway (so directly promotive of increased Postal revenue) being 24 miles an hour, of the steamer 10, and of the stage 6; to the exclusive appropriation and special appliances, and to the free carriage of the mail conductors on the Railway only; and finally to the bulk of mail-matter provided for upon the Railway, as serving not only (as in the case of steamers and stages) its own immediate locality, but as the feeder of, and receiver from, all the mail-matter of the diverging routes and tributary districts.

Nor can it be said that a higher rate is due to those diverging routes by reason of any exceptional sparseness of population or of trade upon their respective lines, for they are, relatively to their capital and cost of working, much more self-sustaining and independent than any Railway mail line. It is therefore very difficult to understand upon what possible principle the higher rate has been conceded to the Steamer and the Stage than to the Railway service, and we are driven to conclude that this result has arisen from the fact that whilst by the law the Railway mail service is obligatory and the payment arbitrarily determined, all other means of transport, although open to the test of competition, are provided by mutual arrangement and voluntary contract, and a remuneration thus secured more nearly approaching a true standard of the value of the service rendered and received.

Yet all must be unwilling to believe that it was the intention of the Legislature, or is the purpose of the Government, so to enforce this obligatory service upon Railway Companies, as to sacrifice the proprietary interests and foreign capital to the exactions of Departmental ambition, or to exigencies of the Provincial revenue.

I accordingly submit that inasmuch as the value of the inferior methods of mail transport has been assessed by the Department, acting freely in its own interests, and usually, I believe, on a competitive test, it is not competent to the authorities to repudiate their own standard, when and if the Commissioners come to apply it to the much higher cost, efficiency and value of the Railway mail service.

But apart from deductions by comparison, it is desirable to seek for some positive value as attaching to the service rendered.

And first, as in relation to passenger traffic, whilst the immunity of the Company, as to mails, from those special liabilities and damages which are contingent upon the conveyance of passengers; and whilst the fluctuations between the average provision made, and that actually availed of and paid for by a passenger traffic, especially as in relation to the fixed appropriations and the continuity of the mail service, may be thought to weaken the force of such a standard, yet as upon this line the traffic is very regular throughout the

year, and very even throughout the whole mileage, such objections have less than usual bearing.

Assuming therefore that the car appropriation for mails is equivalent to the displacement of 14½ passengers and their baggage, as seems to have been admitted by the late Postmaster General, and making the liberal concession of one half of the number to set off the fluctuations in the number of ordinary passengers, and therein of unutilized space, of dead weight hauled, and of continuity of service, and we have for the regular mail a rate of \$136.13 per mile of road per annum, and as upon this line we have no system of "Season" or "Return" tickets, and run no second class cars, any further reduction on such grounds would be untenable.

In his report of the 12th August, 1863, the Postmaster General (the Honorable O. Mowat), in dealing with this branch of the subject, states that he is "disposed to assume that separate allowances for night and day trains respectively need no longer be attempted, so far as relates to the Grand Trunk;" and he thereupon proceeds to name a sum for "each daily service," upon a common basis. Whilst not intending to imply that we concur in this system, yet as the night service of the Grand Trunk is thus rejected as an element justifying any increased allowance, the absence of such a service upon this Railway may not affect the rate arrived at by the Postmaster General as applicable to this line, viz: "9½ cents per mile run by passenger trains," which on the annual mileage of our daily service would yield, as an officially admitted rate, \$58 per mile of road per annum, or very nearly double the rate heretofore paid to this company.

That this admission is still greatly below the true value as based on a passenger standard, is apparent in view of the simple fact that the present rate (thus only doubled) exclusive of the mail conductor regarded as a passenger, is equivalent only to the fare charged by the Company's Tariff for "one child under 12 years of age;" in other words, that Her Majesty's mails are conveyed over this Railway at the equivalent of half the fare of one passenger!

I proceed now to discuss the application of freight rates as a standard upon which to compute a postal payment.

It will, I assume, be readily conceded that mail-matter is the most important, valuable and sacred of all possible classes of "freight," specie not excepted; indeed this has been so obvious and so universally admitted, that it has not been usual to class [6] mails in that category at all, or to pay for them on that standard, especially when speed and exclusive provisions are elements in the service.

Yet regarding mail matter as "freight" we must then determine its "class," and thereupon fix the tariff rate fairly and reasonably due for its carriage. Nor, having determined the class, does it seem open to the Government to dispute the propriety of the rate, seeing that as a protection to the public against undue exaction, the tariff has been established under the sanction of an Order of the Governor General in Council: and the Government having thus approved the rates to be levied upon the public can scarcely with justice or consistency repudiate those rates when they come to be levied on itself.

In regard to constancy or "continuity of service" too, I have already observed that no reduction to the Government would be equitable, inasmuch as that the tariff so sanctioned is not, and never has been, and may not legally be, reduced in favor of private customers (of whom we have many) whose freight moves with continuous regularity, and whose accounts reach a much higher annual aggregate than the mail service can yield even on the most liberal terms of payment.

Assuming then that mail matter is, *per se*, higher than the highest class of ordinary goods or merchandize transported by freight trains, there are further additions to be made for special circumstances attached to the mail service, viz:

1st. To conveyance by passenger instead of by freight trains, and therein to additional speed in the proportion of 24 to 12 miles per hour, and consequent thereon to additional cost of motive power, and wear and tear to rolling stock and roadway.

2nd. To the special construction of the Postal cars, which much increases their cost, removes them from the class of available freight stock, and renders them useless for ordinary revenue purposes: to the necessary maintenance of a reserve of such special and unavailable stock, as provision against casualties, and for current repair without suspension of the service: to the exclusive appropriation of car space, thus withheld from the Com-

panty for ordinary use and displacing revenue earning freight; and to the special heating, lighting, furnishing and cleaning of the Post Office compartments, all extra to the services involved in ordinary freight traffic.

3rd. To the carriage of a mail conductor whose fares upon this line would amount to \$1,784 per annum, or to very nearly two-thirds of the whole amount paid to the Company, and to the liability if continued to damages for accident or injury to his person.

4th. To the implied liability of the Company to issue free annual passes to the Postmaster General and his staff.

In view of all these contingent burthens it can scarcely be denied that the conveyance of mails under such conditions is at least equal to "Double 1st Class Freight;" else it must be shewn that mails so carried should be charged less than such goods as wrought marble, mattresses, musical instruments, empty trunks, baskets and the like, when carried by freight trains at half the speed.

Reverting again to the fact that in each passenger train conveying mails, one third of a car, or a carrying capacity of $3\frac{1}{2}$ tons is exclusively appropriated to the Postal service, and assuming double first class rates as above, being 60 cents per 100 lbs., or $12\frac{9}{10}$ cents, per ton per mile, then we have the following computation and result:

$3\frac{1}{2}$ tons @ 60 cts. per 100 lbs. = \$40, and $\$40 \times 2 \times 313 \div 95 = \263.58 per mile per annum.

But it is possible that the injustice heretofore done by the arbitrary valuation of the service at \$30 per mile per annum, may prejudice the consideration of this basis of computation, and lead to its rejection simply on its result.

Of course the comparison of mail with freight may be pursued on the descending scale *ad absurdum*, until reaching the old standard of \$30 a mile, far less would be (as it hitherto has been) allowed for Her Majesty's mails by express passenger train than for the lowest class of pine lumber by freight trains.

Yet in order fully to illustrate the comparison, and in order to see clearly below what classes of ordinary goods and merchandize the Postal service and payments have hitherto been depreciated, I will follow the computations through all the classes of our tariff.

Thus, first class freight (as blankets in bales, boots and shoes, drugs, dry goods, furniture, hollow ware, machinery, saddlery, farming tools, and the like) is charged by tariff at 30 cents per 100 lbs. or $6\frac{1}{10}$ cents per ton per mile: and we have $3\frac{1}{2}$ tons @ 30 cts. per 100 = \$20 and $20 \times 2 \times 313 \div 95 = \131.76 per mile per annum.

Again, second class freight (as ale and porter, butter, candles, carts and waggons, stone-ware, hardware, and the like), is charged by tariff at 25 cents per 100 lbs., or $5\frac{3}{10}$ per ton per mile, and we have $3\frac{1}{2}$ tons @ 25 cents per 100 = \$16.67, and $16.67 \times 2 \times 313 \div 95 = \109.84 , per mile per annum.

Again, third class freight (as hides, iron ore and castings, undressed leather, millstones, salt, tallow, whiskey, and the like) is charged by tariff at 20 cents per 100 lbs., or $4\frac{2}{10}$ cents per ton per mile, and we have $3\frac{1}{2}$ tons @ 20 cents per 100 = \$13.33, and $13.33 \times 2 \times 313 \div 95 = \87.83 per mile per annum.

(7) These deductions may be tabulated thus:

Service.	Rate per Ton per mile.	Rate per Train mile.	Rate per annum per mile of road.
	\$ cts.	cents.	\$ cts.
Mails by Passenger Trains.....	1 43	4.79	30 00
Freight by Freight Trains, Double 1st Class.	12 80	42.66	263 58
do 1st "	6 40	21.33	131 76
do 2nd "	5 30	17.66	109 84
do 3rd "	4 20	14.00	87 83

It thus appears that the rate (\$30 per mile) paid under the Order of the 18th September, 1858, is but a fraction over one-third of the tariff charged for third class freight.

In summing up the comparisons and computations already presented, I submit the following results :

1st. That the remuneration to mail steamers running in connection with this railway as heretofore paid by the Post Office Department, represents a rate of \$104.33 per mile per annum on Lake Simcoe and of \$87.83 on the Georgian Bay.

2nd. That applying the Express rates levied by this Company to freight space appropriated to the Mail service, the rate would be \$131.29 per mile per annum, exclusive of all charge for Mail or Express agents.

3rd. That on a standard of half passenger rates to the minimum of passenger accommodation excluded by the appropriation to the mail service, the rate would be \$136.13 per mile per annum, exclusive of all charge for the Mail agent.

4th. That on a standard of freight rates by the Company's tariff, as applied to the freight displaced by the Mail service, if performed by ordinary freight trains, the rate would range from the highest class at \$263.58, to the lowest class at \$87.83 per mile per annum; or an average over all classes of \$148.13 per mile per annum.

5th. And, finally, that striking an average over all the foregoing bases for estimates, whether "Express," "Passenger," or "Freight," and including the Mail steamer, which combines the elements of all the others, the rate would be \$135.18 per mile per annum, exclusive of all charge for Mail agent.

For the "extra mail" each way per day, if and whenever that service may be required, such remuneration, additional to the present rate, should be paid as shall be consistent with the mileage rate to be struck for the regular mail, due regard being had on the one hand to the non-carriage of a mail conductor, and on the other to the increased labor and responsibility attaching to the Company in the receiving and distribution of the mails by its own officers.

In conclusion, I may be permitted to observe that no instance could be cited in which a proprietary has stronger claims to liberal consideration than the Northern Railway Company, as now organized. For eight years the bondholders of this Company received no interest upon their investments of upwards of a quarter of a million sterling, whilst throughout that period the construction and operation of the Railway contributed directly and immensely to the development and resources of the whole district served by it; and when at length the line fell into almost hopeless dilapidation and embarrassment and its operations were suspended, the same bondholders renewed their investment, by contributing (to the amount of another quarter of a million sterling) sufficient new capital for the liquidation of its debts, the reconstruction of its works, and the restoration of the road to public uses.

The Line is now approaching a remunerative standard; it is fulfilling all its functions as a public work; it is contributing directly and with regularity to the Provincial Exchequer; and its proprietors confidently trust that their right to be fairly and reasonably paid for postal services, rendered directly to the Government, will now be equitably considered and impartially adjudged.

I have the honor to be,

Sir,

Your most obedient servant,

FRED. CUMBERLAND,

Managing Director.

BROCKVILLE AND OTTAWA RAILWAY COMPANY'S CLAIM FOR POSTAL SERVICE.

BROCKVILLE AND OTTAWA RAILWAY COMPANY'S OFFICE,
Brockville, 6th February, 1865.

Hon. Wm. Hume Blake,
Chairman Railway Postal Service Commission,
Québec.

Sir,—I have the honor to acknowledge your favor of 1st instant.

The statement of this Company's claim for an increased allowance was, by request, made in a letter addressed on 30th August last to the Honorable O. Mowat.

Having seen no reason to modify or alter this statement, I beg to forward to your Commission a copy thereof—No. 1.

The late Superintendent of this Railway, in reply to enquiries from the Post Office Department in October, 1863, returned a full report of our Postal Service, together with a statement of the claim then made by this Company for additional allowance.

As I have been subsequently informed that the principle on which the latter statement is made is taken from the English system, and will be more likely on account of such precedent to receive your consideration, I herewith submit copy of said statement, marked No. 2.

The favorable action of your Commission upon the basis of either statement will be appreciated.

I have the honor to be,
Sir,

Your most obedient servant,

JOHN G. RICHARDSON.

P.S.—The B. & O. Railway is now opened to Arnprior, making a running line of 80 miles, instead of 64 as formerly.

DOCUMENT No. 1.

Hon. O. Mowat,

Postmaster General, Québec.

BROCKVILLE, 30th August, 1864.

Sir,—Our Secretary has handed to me your letter of 16th instant, and I beg to thank you for the courtesy therein evinced.

Having assumed control of this Railroad, under the Act of 15th October last relating thereto, and subsequent to the correspondence between your Department and the late Company, I was unacquainted with its precise nature, and the necessity of documentary evidence has caused a delay in my reply which I beg you will overlook.

I have read carefully the report of the late Superintendent of this road, forwarded to you in November last.

The gist of this report appears to be that interest on the capital expended is made the basis for a proportionate charge against Government, though the connection between the two is not very apparent.

By a similar mode of calculation, Government is charged a similar proportion of expenses.

Working this down to its natural result, it would appear that in order to make Government chargeable with the total of our interest on capital, and the aggregate of our running expenses, we have simply to confine our business and car-haulage to what alone is required for the Government services.

I therefore gladly take advantage of your permission to re-open the subject, and in substitution for the foregoing, I respectfully submit another proposition which, if apparently less advantageous to this Company I venture to think more intrinsically just to all concerned.

I assume that the Government does not desire or expect a Railway Company to perform postal or other services at unremunerative rates.

I submit that the subsidy paid to this Railway Company for postal service, far from being remunerative, is likewise far from being even an equivalent for such service.

Therefore I respectfully propose the following as a reasonable and moderate remuneration for the carriage of the mails and other service connected therewith on this railroad:—

For one mail each way daily.....\$ 84 00 per mile per annum.

For two mails do do 126 00 do do

The grounds upon which I estimate these rates are as follows, it being stated and understood that the mail accommodation consists of one-third of a baggage (equivalent to a second class) car, expressly fitted up with light and fire for the exclusive use of the mail conductor:

First. Twenty second class passengers (a car will contain say 60) at two cents per mile, or ten tons of merchandize, at four cents per ton per mile, would be but a moderately paying business for a car when hauled at a rate of *not less than fifteen miles an hour, including stoppages.*

[2] *Second.* The Mail Office and Conductor occupying at least one-third of such car, payment therefor should be in proportion, or say 13½ cents per mile run, which being multiplied by two for the up and down trips, gives 27 cents per mile of road per day, and as there are 313 working days in the year, we have

$27 \times 313 = \$84\ 50$ per mile per annum for the single train.

And if we add for constancy of service

only one-half more for the double ser-

vice, or 42 25

We have.....\$126 75 for the two trains.

Fourth. The service at the Perth Branch, though not requiring so much room on the train, demands a locked compartment for the mails, and as our employes on said branch have to personally attend to the reception and delivery of the mail bags at Smith's Falls, Pike Falls and Perth, often at considerable *inconvenience and neglect of their other duties*, I consider that the remuneration therefor should be at least equal to that of the main line.

Submitting the foregoing to your most favorable consideration,

I have the honor to be,

Sir,

Your most obedient servant,

JOHN G. RICEARDSON,

Managing Director B. & O. R. R.

DOCUMENT, No. 2.

To the Honorable George Sherwood,

President of the B. & O. Railway Company.

SIR,—A letter from the Post Office Department addressed to your Company and bearing date 17th October last, asking for answers to various questions therein contained, as follows, viz:—

1st. What this Company claims as a reasonable allowance for Postal Service, and the reasons on which such claim is based;

2nd. What this Company usually charges for passengers—1st, 2nd, and 3rd class;

3rd. What allowance is made in the case of Season Tickets and Return Tickets—also the practice of other Railways in this respect;

4th. The charges on freight by various trains;

5th. The difference made, and which other Railways in Canada and elsewhere ordinarily make for constancy of service in carrying freight;

6th. Copies of agreement with Express Companies;—having been referred to me with instructions to report thereon, I beg leave to report as follows:

In answer to the first question—

First. That in the construction of the Railway, buildings, rolling stock, &c., a certain amount of capital has been expended in order to put the line in a condition to be of service to the public—and that the Company are entitled to a reasonable rate of interest thereon; a portion of which is chargeable to the Post Office Department, as follows, viz:—As

the total use made of the Railway is to the the total interest on the capital represented, so is the use of the Railway by the Post Office Department to its proportion of the interest.

Secondly. That in the maintenance of the Railway, rolling stock, &c., and in the operating of the line, a certain amount of expense is annually incurred, a portion of which is also chargeable to the Post Office Department, as follows, viz.:—As the total use made of the Railway is to the total expense of maintaining and operating the same, so is the use of the Railway by the Post Office Department to its proportion of such expense.

The Postal Service on this Railway is at present performed as follows :

On the main line from Brockville to Almonte (a distance of 52 miles) there is but one train (mixed) each way daily, of which the Post Office Department occupies (for the mails and mail conductor) one-third of the baggage car (a separate compartment conveniently fitted up, heated and lighted at the expense of the Company).

On the Perth Branch, from Smith's Falls to Perth (a distance of 12 miles) there are two trains (mixed) each way daily, on all of which the mail service is performed by the servants of the Company, taking charge of the mail bags to and from Perth, Smith's Falls, and Port Elmsley—receiving them from and delivering them to the Post Office couriers at those places, and I have estimated this double service as being equal to one service each way daily on the main line, as above.

Taking the above as a basis upon which to determine the amount that the Company may reasonably claim for postal services, I proceed as follows, viz :

First. The question of interest on capital invested.

It will be found that the total capital expended in the construction of the Railway, rolling stock, &c., from Brockville to Almonte and Perth, up to the 31st December, 1862,

Amounted to.....\$1,961,638 00

On which the interest at 6 per cent. is..... 117,698 28

Thus from the returns for the year ending 31st December, 1862, I find that

the car mileage of the regular trains carrying the mails on the main line amounted to..... 191,829 miles

And the train mileage for the same..... 32,552 "

The car mileage on the Perth Branch amounted to..... 57,744 "

And the train mileage to..... 15,024 "

Making the average number of cars per train on Main Line 5.89

And on the Perth Branch..... 3.84

[3] Now, as I have shown above that the Post Office Department occupies one-third of one car on the main line and one-sixth of one car on the Perth Branch, it follows that that Department occupies three-fifty-thirds of the trains on the Main Line, and one-twenty-third of the trains on the Perth Branch, the length of the Main Line being 52 miles, the Perth Branch 12. Total, 64. I ascertain the proportion of the interest chargeable to the Post Office Department, as follows :—

Main Line, $\frac{3}{5}$ of $\frac{52}{64}$ of \$117,698 $\frac{28}{100}$\$5,415 95

Perth Branch, $\frac{1}{2}$ of $\frac{12}{64}$ of 117,698 $\frac{28}{100}$ 959 50

Total for interest on capital expended.....\$6,375 45

Secondly. The question of the annual expense of maintaining and operating the Railway.

By reference to the accounts for the year ending 31st December, 1862, it appears that the amount for these services during that year was \$38,340.71. And from the above formula I make the proportion chargeable to the Post Office Department, as follows :—

Main Line, $\frac{3}{5}$ of $\frac{52}{64}$ of \$38,340 71.....\$1,763 31

Perth Branch, $\frac{1}{2}$ of $\frac{12}{64}$ of 38,340 71..... 312 56

Total for annual expenses.....\$2,075 87

From the above I make the amount which I consider the Railway Company may reasonably claim from the Post Office Department for the services now performed, eight thousand four hundred and fifty-one dollars and thirty-two cents per annum, as follows, viz :—

Proportion of interest on capital expended in the construction and equipment of the Railway	\$6,375 45
Carrying the mails and Post Office conductor between Brockville and Almonte, once each way, daily.....	1,763 31
Carrying the mails between Perth and Smith's Falls, twice each way, daily.....	412 56
Total..	\$8,451 32
The above would give a rate per mile per annum on Main Line.....	138 06
“ “ “ “ on Perth Branch.....	106 00
Or, per train mile on Main Line.....	22 05
“ “ on Perth Branch.....	8 46

I now proceed to answer the remaining questions—thus—to

Question No. 2.—By which the Department wishes to be informed what this Company usually charge for passengers, 1st, 2nd and 3rd class.

Answer.—1st class, 3 cents; 2nd class (emigrants), 2 cents per mile; 3rd class, none.

Question No. 3.—What allowance is made in the case of Season Tickets and Return Tickets. Also the practice of other Railways in this respect.

Answer.—No Season or Return Tickets. Cannot tell the practice of other Railways in this respect.

Question No. 4.—What are the charges on freight, by freight, mixed and passenger trains.

Answer.—Mixed trains are the only trains run upon this line, and for the rates of freight, I beg to enclose herewith a copy of the freight tariff.

Question No. 5.—What is the difference made by this Company, and other Railways in Canada and elsewhere for the constancy of service in carrying freight.

Answer.—No difference made on this Line. Do not know the practice of other Railways.

Answer to Question No. 6.—We have no contract with the Express Company. Nor is that Company provided with any separate compartment on the cars.

All of which is respectfully submitted.

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

A. BROOKS,
Eng. and Supt.

Superintendent's Office,
Brockville, 21st November, 1863.

PORT HOPE AND LINDSAY RAILWAY, AND PETERBORO' AND PORT HOPE RAILWAY.

POSTAL SERVICE.

To the Honorable Wm. Hume Blake,
Chairman, Railway Postal Service Commission,
Quebec.

QUEBEC, 20th March, 1865.

SIR,—Referring to your letters addressed to the authorities of the above-named Railways, inviting them to submit any claims they may have to make in relation to the Postal Services rendered upon those lines, in order to their consideration by the Commissioners, I have the honor to state that I have been instructed to present such statements and information as may seem to be essential to their interests or may be called for by the Commissioners.

I may premise that both of these lines (although representing distinct and separate interests in fact) are comprised under the corporate powers of the Port Hope, Lindsay and

Beaverton Railway Company. They may be described as a main line, namely, the Port Hope and Lindsay Railway, 43 miles in length; and a Branch Line, namely, the Peterboro' and Port Hope Railway, 31 miles in length, constructed and worked under a lease from the parent company, and having running powers over 18 miles of the main line.

These lines are worked in separate interests, and their revenues carried to distinct and different accounts; thus, whilst the traffic and revenues of the main line throughout its length to Lindsay, belong to and are worked by the Company, the traffic and revenues of the Branch from Milbrooke to Peterboro' (including also through running powers and tariff charges for the Peterboro' trade, over the main line from Port Hope to Milbrooke,) belong, by payment of a rental, solely to the lessees.

Thus, the mail service herein to be discussed, pertains to two separate routes, separately worked in different interests, viz: the mail route between Port Hope and Lindsay, 43 miles, and the mail route between Port Hope and Peterboro', 31 miles.

Although the successive executives, both of the Company and of the lessees, have always recognized the inadequacy of the payments made by the Government for Postal services upon their respective lines, yet partly by reason of frequent changes in the proprietary control, and partly because it was thought (in view of the insufficiency of more powerful protests) that any action by so weakly a corporation, and representing an interest comparatively so transient and subordinate, would be inoperative, no official measures towards a corrective have been taken; and the managers of the Company, of the lessees, of the bondholders, and, finally, of the present proprietors, have passively yielded, during their respective tenures of office, to an injustice which they felt powerless to resist, but which they believed would eventually be submitted to the consideration of a disinterested and authoritative tribunal.

Thus, the past payments have been accepted, and there is no special claim in relation to past service; yet the present proprietors submit, that if the Commissioners shall in other and similar cases, recognize the justice of correcting past inadequacy of payment by compensation, these lines are entitled to a like adjustment; and it will become my duty to afford such details of the services heretofore performed, as may be necessary to enable the Commissioners to determine the extent to which such compensation may be recommended.

The regular mails conveyed upon each line, are one each way per day, carried in special compartments of Post Office cars by mixed trains, and in charge of the train conductor. The Post Office compartments in each mail train comprise nearly one third of a car; they are devoted solely to mail uses, and are kept constantly locked. The description of them, their cost, the train space they represent, and the other circumstances incident to and resulting from their exclusive appropriation, being identical in all particulars with those of similar stock and service on the Northern Railway, I need not further refer to them than to observe the only exception in this service, viz, that the mails are not sorted *en route*, and accordingly that a mail agent is not carried.

I shall avail myself of the courteous permission you have accorded to me, and avoiding a repetition of the general arguments presented to your notice, in the case of the Northern Railway, shall rely upon the views I therein expressed, as equally applicable to these lines.

Enclosed, I have the honor to transmit the Passenger and Freight Tariffs, which have been in continuous operation since the lines were opened for traffic, observing that as these lines rely solely upon a local and non-competitive business, no departures from the tariffs obtain.

No annual reports of the operations of these lines having been published, I am unable to comply with your requisitions in that particular; indeed as the main line has been worked by trustees, and the Peterboro' by lessees, as private proprietors, no annual reports have been necessary.

An examination of the tariffs now presented will shew the rates over the respective mileages on passengers and freight, and as those tariffs are respectively higher than those of the Northern Railway already submitted to you, they serve to justify the computations and results which I laid before you, in that case, as a basis upon which, as I humbly think, a mileage rate ought to be struck in payment to Railways for Postal Service.

I shall not therefore burden this statement by any special application of the tariffs

of these lines, but content myself by observing that as their traffic is exclusively local and non-competitive, and yields higher average rates than obtain on the Northern, there would seem to be no reason why any rate arrived at for that Railway should not be equally applicable to these; it may however be well for me to reiterate that in the Northern case the standard of half passenger rates applied to the numerical value of the mail space appropriated, as estimated by the late Postmaster General, would amount to \$136.13 per mile per annum:—that on a standard of average tariff rates over all classes of freight similarly applied the mail rate would amount to \$148.13 per mile per annum; and this exclusive altogether of any allowance for the value of the additional speed due to the class of trains by which the mails are carried.

Since however I last had the honor of addressing you, doubts have been suggested as to the applicability of the standards which I have submitted to your consideration; whilst others have been proposed, especially by Mr. Brunel, which are in my judgment of so unsatisfactory a character and so unjust in their results, as to call for comment.

Such frequent reference has been made by the Post Office Department to the "weights" of the mails carried, and it has been so often attempted to be shewn that the mail payments in the United States bear a relation to the weight of mail matter carried, that it may be convenient to consider the terms of the United States Post Office Act, (See Dunlop's Statutes, Chap. 43, Sec. 19, page 1071,) for it will there be found that the Postmaster General is authorized to divide the Railway mail rates into three classes, to be paid respectively at the rates of \$300, \$200 and \$100 per mile per annum—and that in making this classification he is directed to consider "the *size* of the mails, the *speed* with which they are conveyed, and the *importance* of the service," and so careful has been the Legislature of the United States to secure due protection on the one hand to the Government and on the other to Railway Proprietaries, that it is further enacted that failing an agreement between the Department and the Railway, the Postmaster General shall have power to make other arrangements for the service.

Now the pith of this enactment as regards the value of the Railway mail service is in the bases given for its valuation, viz.: *size, speed* and *importance*.

The expression "size" is clearly intended to indicate *bulk* or *dimension* as in contradistinction to *weight*, and this being granted it immediately follows that the size or bulk must be determined, not by the cubical content of the mail matter *per se*, but by the content, area or space demanded and exclusively appropriated to its reception and conveyance.

It has been contended that the actual weight of the mail matter carried by the Northern Railway upon four mails per diem averages 500 lbs., or say 122 lbs. by each train, or about 161th part of a load of one box car. Yet the space required for and exclusively appropriated to this service, if such be the true "weight," is one-third of a car, or equivalent to a carrying capacity of three and a third tons; and, as though to prove that even this capacity is insufficient to the service, a demand has recently been made upon the Company for its extension, by the addition of one-fourth to the area now appropriated. If, then, "size" be, as is urged by the Deputy Postmaster General, a postal technicality expressive of "weight," and if the payment be made by weight only, then the Companies should be permitted to appropriate to the mails such space as would suffice to the actual bulk and weight, and special provision of extended and exclusive space be abandoned. The Government has no more right to that for which it does not pay than has any ordinary customer, nor has it any just claim or right to pay less for service rendered than, under its own laws and sanction, is leviable for similar service by tariffs applicable to all commercial uses of Railways.

It is scarcely necessary to discuss the bearing of the terms "speed" and "importance" as in relation to the mail service. No reliable authority places the cost of doubled speed at less than 50 per cent. advance—some rate it as high as the square of the increased velocity. If, then, the tariffs of the Company assume a speed of 12 miles an hour, and the mails (regarded as freight) are carried by passenger trains at a speed of 24 miles per hour, then the rate applied to the space occupied should be proportionately higher than the tariff exacts from ordinary customers.

As to the "importance of the service," the Department will scarcely venture to exercise its depreciatory tendencies, for it has always jealously elevated the performance of this service as above and superior to all other functions of the Railway, and has regarded

the convenience of the travelling public, the direct interest of the trade of the lines, and the claims of Railway proprietors, as altogether subordinate to the rapid, continuous and punctual performance of the postal duty.

Referring to the formulæ by which Mr. Brunel proposes that the said rate should be determined, it is to be observed that his first proposition is based on the assumption (purely hypothetical and visionary as in relation to this Province) that the Railways shall possess and work a traffic fully up to their carrying capacity, and thus fully up to a paying result. To attain this he assumes an imaginary mileage of trains, and affixing to this mileage certain average earnings per train mile, he applies these earnings to the average weights of the trains hauled, and as those earnings are to the dead weight hauled, so (as he assumes) should be the mail payment to the dead weight of the train space appropriated to the service.

Upon this it may be sufficient to observe that, unfortunately, the mileage and the earnings, which are at the base of his computations, are purely suppositious. Indeed, such mileage and such earnings, in the aggregate, are beyond present hope in Canada; whilst the system proposes such another abandonment of all tariffs, by the depreciation of the value of the service rendered to the standard of actual average earnings, as to indicate that upon the actual trade to be done ordinary profit would be impossible; for, if in the aggregate the *amount* of the trade be insufficient (at tariff rates) to yield due profits, then, to take as a basis for payment the actual earnings, as in relation to the existing trade, would be to shut out all hope of remuneration for Railway investments.

But the second system proposed by Mr. Brunel is less encumbered with speculation; for, taking from the Returns of the respective Railways an average of their actual (and in many cases their *insufficient*) mileage and earnings, this average is similarly apportioned to the dead weights of the trains hauled, and the mail compartment of the Post Office car being charged with its proportion of that dead weight, a mileage mail rate is obtained.

But this system is not more ingenious than it is unjust; for, although being based on actual rather than imaginary figures, it has more show of reason. It is not the less inequitable; for, in repudiating the tariffs, it assumes that a Railway should be paid, not in relation to the value of each item of the work performed, but in relation to the average rates which the aggregate of that work may attach to each item of it; and it thus incorporates this undeniable and irresistible fallacy, that no matter how high the value of the particular service rendered to the customer (the Government), the customer shall only pay such amount as may be found to be chargeable against him in the proportion of that service to the whole earnings (be they great or small, profitable or ruinous) of the train by which it is provided. Thus, high earnings would yield high rates, and low earnings low rates, notwithstanding that the service rendered may be constant and identical in all cases. To carry this system to the absurd finality of which it is capable, if we assume a case in which an appointed mail train may have no other earnings than those to be represented by the mails, the mail payment being predicated on its actual earnings, the mails would be conveyed for nothing!

One of the salient principles upon which these computations proceed is, that the Government shall pay, not by the tariffs imposed under its sanction upon each of the customers of a Railway, whether as a passenger or as the owner of freight carried, but by an abandonment of the tariffs and the application of their average production, thus reduce the Government rate to its proportion of the actual earnings of trains in relation to the amount of service it receives.

It would be curious to ascertain at what rates, were this system generally applied, each customer would pay for the service he receives, for, beyond that, each would advantage by an insufficient aggregate; in the consequent reduction of the charges against himself the rate would so fluctuate that it would become his interest to use the trains which yielded little or no other revenue to the line than that which he contributed. The truth seems to be (and any other supposition would be fatal to railway investments in this Province) that the theory of tariffs and their practical application alike contemplate that each customer shall pay the cost of the particular service he receives, together with the reasonable profit due to the performance of it. Thus, tariffs are based on special classifications, applicable, as far as possible, to all the variety of services rendered, and averages are rejected. It would seem, accordingly, a very bold and inequitable proposal that a Govern-

ment service should be otherwise regarded and made contributory to the Railway, not in relation to the particular work done for it, but upon an average computed on the earnings contributed by others, who, on totally dissimilar items of traffic, worked in a different manner and at other speeds and times, pay by classification and tariff, but the aggregate of which earnings in Canada may be utterly inadequate to the payment of even the working expenses of the trains by which the mails may be carried.

Finally, it is at least peculiar that, admitting, as Mr. Brunel seems to do, that in relation to local traffic (to which the mails undeniably belong) freight business yields higher earnings, at a lower cost of working, than passenger—is, in fact, more profitable—yet he rejects the higher averages of freight and takes the lower standard of passenger traffic when he comes to determine the mail rate; notwithstanding that he also admits, as is equally undeniable, that mail matter cannot otherwise be classified than as freight.

Notwithstanding therefore that these proposals, based on full and profitable English precedents, are sufficiently specious and ingenious to attract attention, I see nothing in them to weaken the system upon which I have already submitted the claims of these lines, which is founded on the principle that the Government should be regarded and should be prepared to pay as any other customer seeking similar services, and that it has no other or higher rights to avail of railway transport than those which pertain to and regulate the whole railway commerce of the country.

I have the honor to be,

Sir,

Your most obedient servant,

FRED. CUMBERLAND.

MONTREAL & CHAMPLAIN, BUFFALO & LAKE HURON, AND OTTAWA & PRESCOTT RAILWAYS.

GRAND TRUNK RAILWAY OF CANADA,

Managing Director's Office,

Quebec, 8th March, 1865.

SIR,—In compliance with your request that I should state the claim on behalf of the Montreal and Champlain, Buffalo and Lake Huron, and Ottawa and Prescott Railway Companies, I now beg to say that the claim of the Buffalo and Lake Huron, and Ottawa and Prescott Companies is the same as that of the Grand Trunk Company, with the exception that I do not ask for a larger remuneration than is paid for similar services in the United States, on lines similarly situated, on the grounds asked for in the Grand Trunk case for extra severity of climate, or arranging of trains to suit the Post Office Department, without reference to the requirements of the Company, or any special payment on account of the cost of the Victoria Bridge. With these exceptions, and of course disregarding the first part of the Grand Trunk Company's case with reference to the proceedings between that Company and the Government, the statement I made before you on behalf of the Grand Trunk Company, will cover the grounds of the claim of the Buffalo and Lake Huron, and Ottawa and Prescott Companies.

In regard to the Montreal and Champlain Company, I have, in addition to the grounds which exist on the Buffalo and Lake Huron and Ottawa and Prescott, to claim extra payment on account of the Victoria Bridge, the mails for the Montreal and Champlain line being now carried over that bridge. I have here to call your attention to the fact that during winter before the amalgamation of the Montreal and Champlain line with the Grand Trunk, the mails were carried in sleighs at the expense of the Post Office Department, between Montreal and St. Lambert, on the south shore of the St. Lawrence. The use of the Victoria Bridge for the trains of the Champlain Company, has therefore not only considerably increased the facilities of forwarding mail matter to and from Montreal by that line, but has also produced a saving to the Post Office Department during winter, in cost of conveyance between the Post Office at Montreal and St. Lambert.

I have also to call your attention to the fact, that up to the end of 1864, there has

been no distributing car run upon the Montreal and Champlain line; the Post Office bags being simply carried in the baggage car, without any appliances for sorting letters on the way.

No trains have been run by the Montreal and Champlain Company specially for the Post Office, the Department having been content to use those trains which the Company were running for their own passenger traffic purposes.

The payments made to the Montreal and Champlain Company for the line between Montreal and Rouse's Point, have been a considerable length of time at the rate of about \$114 per mile of railway per annum, the Post Office Department using only such trains as the Company ran for their own traffic, and not having upon the line any distributing car, the mails being carried in the ordinary baggage car of the Company.

I have the honor to be,

Sir,

Your obedient servant,

C. J. BRYDGES,
Managing Director.

Hon. Wm. Hume Blake,
Chairman, Railway Postal Service Commission.

STANSTEAD, SHEFFORD & CHAMBLY RAILWAY.

COUNCIL CHAMBER, QUEBEC,
6th February, 1865.

SIR,—I have the honor to acknowledge the receipt of your letter of the 24th ultimo, addressed to Waterloo, C. E., requesting me to furnish the Commissioners on the Railway Postal Service with a written statement of the claim of this Company for carriage of the mail.

This Company has carried the mail over their line of Railway from 1858 up to the present time, and during that period have kept and used separate Railway cars exclusively for the postal service, furnished with fire, lights, &c.

For these services which, I understand, are identical with those rendered by the Grand Trunk Railway, this Company claims remuneration at the rate of \$150 per mile during the whole of the period referred to. On account of this claim payments at the rate of \$30 per mile have been received, but have always been protested against as insufficient.

I may add that the rate now claimed is the same which has been paid by the United States Government, during the same period, to the neighboring Railway Companies for similar services.

I have the honor to be,

Sir,

Your obedient servant,

A. B. FOSTER,
Lessee, Stanstead, Shefford and Chambly
Railway Company.

The Honorable Wm. Hume Blake,
Chairman, R. R. Postal Service Commission.

P. S.—Your communication of the 24th ultimo, was sent to Waterloo, C. W., and remailed to Waterloo, C. E.

A. B. F.

LONDON AND PORT STANLEY RAILWAY COMPANY.

OFFICE OF THE LONDON AND PORT STANLEY RAILWAY CO.,
London, C. W., 7th March, 1865.

SIR,—I have the honor to acknowledge the receipt of your favor of the 2nd and 3rd instant,—to hand this A.M.—In reply I beg to state—This Company has no "statement of claims to submit."—They leaving the matter in the hands of the Commissioners. I

might remark that since the commencement of our contract, we have only missed *one* train. The service has been performed with satisfaction to the Department, our employés take charge of the mails, they are placed in a compartment provided for them and locked up, consequently the bulk or weight of the mail is no criterion in judging of the service performed, as the same attendance and convenience is required should the bags contain little or no mail matter.

Relative to "whether this Company run mixed trains only or passenger trains also," I would remark that strictly speaking our trains partake more of the character of passenger trains than mixed, our A.M. train is passenger, but our P.M. train is mixed; our freight business being light, not averaging above three cars per train, does not necessitate any differences in the running time between the A.M. and the P.M. train as will be seen by reference to our "time table."

I have the honor to be,

Sir,

Your obedient servant,

W. BOWMAN,

Sup. L. & P. S. R. C.

To the Chairman, R. P. S. Commission.
Quebec.

MONTREAL AND VERMONT JUNCTION RAILWAY.

LEGISLATIVE COUNCIL CHAMBER,

Quebec, February 6th, 1865.

SIR,—I have the honor to state that this Company has become aware that a Commission, of which you are the Chairman, is now sitting for the purpose of considering the question of remuneration for postal services, and I have been directed to submit to you a written statement of the claim of this Company for carriage of the mail.

This Company have only recently opened their line of Railway, extending from St. Johns to the Province Line, a distance of 25 miles, connecting at the Province Line, with the Vermont Central Railway; the public service will require that the mails be carried over their line twice each way per day, including the American and British Mails.

For this purpose exclusively, they keep in use separate Post Office cars furnished with fire, light, &c.

For these services, which, I understand, are identical with those rendered by the Grand Trunk Railway Company on some sections of their road, this Company claims remuneration at the rate of \$200 per mile.

I have the honor to be,

Sir,

Your obedient servant,

G. H. MOORE,

President Montreal and Vermont

Junction Railway Co.

The Hon. Wm. Hume Blake,
Chairman, R. P. S. Commission.

MEMORANDUM BY THE DEPUTY POSTMASTER GENERAL of certain observations offered for the consideration of the Commissioners appointed to enquire into the rates of payment for Railway Postal Service, in regard to a Statement of the case of the Grand Trunk Railway, dated Montreal, 16th January, 1865, of which a copy has been furnished to the Postmaster General by Mr. Brydges.

The first fourteen pages of this statement are occupied in a history of the construction and financial difficulties of the Grand Trunk Railway, and other points having no direct bearing on the question the Post Office has had to consider, viz., *what should be an equitable rate of compensation to Railways in Canada (including the Grand Trunk with other Canadian Railways) for the carriage of the mails in their trains.*

The ordinary Railway tariffs for passengers, freight, express matter, &c., carried by

the trains, furnished no exact criterion for the mail portion of the general traffic, inasmuch as the service had in the carriage of the mails, differed in some one material point from the service given in the case of each of the other descriptions of traffic, and required the establishment of a tariff special to itself.

The Post Office and the Railways generally, have not agreed in their respective estimates of how these points of difference should affect the Railway rate for the carriage of mail bags, as compared with the rates assessed by the Railways on the carriage of other matter, and the Grand Trunk Company has added a further element of difficulty in the case of that road, in the assumption urged of late years, that such passenger trains as it runs, are run for the purpose of carrying the mails.

In so far as these preliminary pages of the Grand Trunk Memorandum contend for the existence of a moral responsibility upon the Province for the profitable working of the Grand Trunk road, which should find expression in the settlement of the price to be paid for the carriage of mail bags, they merely repeat the arguments which have been fully considered and answered in the report of the Postmaster General (Honorable Mr. Mowat) on this subject, of 12th August, 1863.

At page 14 the statement proceeds to discuss the question as to what is a proper amount to be paid to the Grand Trunk Company for the carriage of the mails.

Before entering upon the remarks which the arguments and details contained in the remaining part of the statement appear to suggest, the undersigned desires to advert to certain leading points and matters of fact in connection with this subject, which require to be kept constantly in view when considering the statements put forward by the Grand Trunk and other Canadian Railways in support of their claims.

- 1st. That it is recognized by the Railway authorities of both the United Kingdom and the United States, as a fixed principle, that the rate to be paid for carriage of the mails should be no more than what would be a fair charge to individuals for like services, taking in account the claim of the Post Office to abatement on the ground of the continuity of the service it offers.
- 2nd. That when reference is made to the maximum rates of two, three, or four shillings sterling a train mile (= \$300, \$450 to \$600 a mile of Railway per annum) paid to certain Railways in England, it is to be remembered that these rates are paid for a train of which the Post Office has the entire control, fixing and altering the hours of running, stopping places, &c, as it pleases, and occupying such number of cars as it needs. On the leading lines, where these prices are paid, as many as five or six entire carriages, each about 24 feet long, fitted up in a most perfect manner, and carrying from six to twelve Post Office clerks and guards on duty therein, are occupied by the mails on each train. That these trains are run at the highest rate of speed attainable on the road, and are frequently under limitations as to the weight of passengers or other light traffic they are permitted to add to the Post Office cars. That such trains are not ordinary trains converted into Post Office trains by the fact of being used by the Post Office, but, as the Railways state, are trains thrust by the Post Office, at the hours of its choice, amongst the trains running for the Company's passenger and general traffic purposes.
- [2] 3rd. That when reference is made to the maximum rate of \$300 a mile assigned by Congress to first class Railways in the United States as compensation for the conveyance of the mails, it must be borne in mind that the immense amount of mail matter passing over such first class Railways in the United States, necessitates the provision of an entire Railway car and sometimes even further additional space, for its reception, that is to say, that the service given to the United States Post Office on the trains of such first class (\$300 a mile) Railways, is as regards the essential of space occupied by the Post Office, three times greater than that given to the Canadian Post Office by the Grand Trunk Railway, also that this payment includes the carriage of the mails between the Railway and all Post Offices within a certain distance from the way stations, and the service of the offices at the termini of the roads.

It is necessary to ask attention to these two latter points because constant references

are made in the Grand Trunk Statement to the maximum prices paid by the British and United States Post Offices, as illustrating the insufficiency of the price paid in Canada, whilst the very material facts above noted as to the comparative extent of the services for which these several rates are paid, are, no doubt inadvertently, omitted.

The undersigned will now proceed to notice seriatim, such paragraphs in the Statement as appear to invite comment.

Unquestionably the growth of the Canadian Post Office during the last 14 years, as remarked upon on pages 15 and 16, has been very striking, and no doubt the introduction of Railways has had a very beneficial influence on Post Office operations, but the Statement omits to allude to the reduction of the Postage rates by nearly 70 per cent. which took place in the first year of this period, and to the great expansion of the business of the Department in increased number of Post Offices, Post Routes, &c., which followed in the first years after the transfer of the Canadian Post Office from Imperial to Provincial control in 1851. The policy which dictated these changes has been followed up to the present hour, and has certainly had a more direct bearing on the growth of the Post Office, than the effects ascribed to Railway influences, in fact the Post Office business increased at a greater annual ratio in the two years previous to the commencement of the Grand Trunk, than in any subsequent years.

Moreover, all these considerations, to whatever extent they may be valid, apply to the relative value of the transmission of the mails by Railway to the Post Office, and have nothing to do with the simple business question of what should be an equitable remunerative rate of payment to the Railway Companies for such transmissions in their trains. In England the Postal business continues to augment year by year, but the rate of payment to the Railways as steadily diminishes.

On page 17 the Statement then enters upon an examination of the relations between the Post Office and the Railways in England.

What is stated as to the mode of settlement by arbitration, of questions of difference between Railway Companies and the English Post Office is correct as far as it goes, but to make it clear what deductions may safely be drawn from this, it should be added that the English Post Office can send mails by ordinary passenger trains in charge of a Post Office guard, with the privilege of exchanging mail bags at all stopping places, on payment of a second class passenger fare with allowance for excess of weight of mail over ordinary baggage, at ordinary baggage rates, and that the possession of this power practically limits the application of arbitrations to the trains for which the Post Office fixes the hours and controls the running as described on page 2 of this Memorandum.

In asserting that the rates of payment by the Post Office Department in England to Railway Companies have increased since 1854, the Representative of the Grand Trunk Company has been misinformed, the fact being that the rates have been continually on the decline, and are now materially lower than in 1854.

The Annual Reports to Parliament of the Imperial Post Office shew that the Railway rates of payment were

FOR THE UNITED KINGDOM.

	Year 1854.			Year 1862.		
	s.	d.	stg.	s.	d.	stg.
Maximum	4	10	stg.	4	1	stg.
Minimum.....	0	3	"	0	0½	"
Average	0	8½	"	0	6½	"

FOR ENGLAND ALONE.

	Year 1854.			Year 1862.		
	s.	d.	stg.	s.	d.	stg.
Maximum	4	10	stg.	3	2½	stg.
Minimum.....	0	3	"	0	0½	"
Average	0	8	"	0	6½	"

[3] The statement selects from rates paid in England a rate of 2s. 4d. stg. per mile run (= \$355 per mile of Railway per annum for one daily service each way) paid to the London and Birmingham, — 3s. stg. (= \$457 per mile of Railway per annum for one daily

service each way) to the York and Berwick, and 2s. 3d. (= \$342 per mile of Railway per annum for one daily service each way) to the London and Dover Railway, and applies these rates as a fair measure of what the Grand Trunk should be paid, but to give these references a just value, they should have included a specification of what the services are for which these prices are paid, and it would then unquestionably appear, that, being on the great lines of Postal communication, they are trains of the class described at page 5 of these remarks, controlled altogether by the Post Office, and furnishing service of a quality and extent to which that given by the Grand Trunk makes but a very distant approach.

The statement argues that because the traffic is large on these great English lines, and because the passenger trains are running constantly during both day and night, these prices should be considered to be relatively low, and that on such fully occupied lines such Post Office train service can be supplied at a low figure; but the writer in reasoning thus overlooks the fact that the English railways contend that where there is a large and frequent traffic and many trains running, a railway has a right to look for a relatively *higher* rate of payment for conceding to the Post Office the right to fix and alter the hours and otherwise control the running of a train for mail purposes, than it would have if the traffic were scanty, obviously, because the risk of inconvenience to the general traffic arrangements of a railway, from the exercise of such power of interference, would be greater in the former case than in the latter.

Three considerations enter into the computation of an English railway postal rate, namely:

- 1st. The actual cost of the service to the railway.
- 2nd. The profit to be allowed in addition to actual cost.
- 3rd. The price to be paid by the Post Office as compensation for the power to control the train, fix the hours of running, &c., when such a power is to be stipulated for.

It seems to be admitted by the railways as well as by the English Post Office, that a determination of the value to be assigned to the first two points, presents but little difficulty, and as they comprise all the elements of the service when merely ordinary trains are used, this view is corroborated by a passage in the House of Commons Committee Report of 1854, as follows: "There is no difficulty in fixing the price to be paid by the Post Office for any amount of service when the mails are carried by one of the ordinary passenger trains," but it is upon *the last point*, that the disagreements between the English Post Office and the railways take place, *the price to be paid for the controlling right over the hours, &c., of a train*, and it is upon this point, that the necessity for arbitration arises; and upon this point, that room is found for the strange variations which are stated to occur in the results of such arbitrations. Valuations of the right of interference with the management of such a business as that of a leading English railway might be expected to differ widely from time to time, or upon appeals to the judgment of different individuals.

The last paragraph on page 17 would seem to imply that the Grand Trunk runs passenger trains for the purpose of carrying the mails, *which it would not run at all* for its traffic purposes, but the Post Office is not aware that any such additional train is run, nor is it apparent what train on the existing time tables is thus referred to.

When in September, October, and November, 1862, the Postmaster General for the time being (Honorable Mr. Foley) under the influence of the opinion which then prevailed in the Province, that the Grand Trunk trains were arranged expressly to inconvenience correspondence, and thus coerce the Post Office, appealed to the Grand Trunk management for modifications to prevent the grievous delays to which the mails were at that time subjected on the Grand Trunk line, the reply was, that the Company regulated its trains as it found most convenient to the passenger traffic, and refused to make any modification to suit the mails.

Now at that time the Company ran quite as many trains carrying passengers as it does now, and it is difficult to see how under such circumstances and in the face of the Grand Trunk repeated declarations at various dates, that it regulated its trains to suit its traffic, and not to suit the mails, that it can now be alleged that it has been running additional trains for the mere purpose of mail carriage.

On page 18, reference is made to the payments to Irish Railways, and to the fact that the average rate is higher than in England, and to a certain number of the highest class rates selected for comparison with a Grand Trunk rate, but as in the case of English

Railways, these references omit to mention that these high-priced trains alluded to, are trains controlled by the Post Office, and for which the price paid, includes the purchase of that right of control.*

When Mails are sent in Ireland by ordinary trains, the rate of compensation is moderate enough, less than four cents a train mile, for instance, for a daily mail between Dublin and Galway.

[4] As regards the parallel drawn between the Victoria and Menai Bridges, and the allusion made to the large sum paid annually through the Imperial Post Office to the Chester and Holyhead Company, to which the Menai Bridge belongs, it is to be observed that the Imperial Post Office states that it omits this payment from its calculations of Railway Postal payments, "as only part of that payment is for Postal Service, the remainder being of the nature of a Government grant to increase the general facilities for communication with Ireland."

The Grand Trunk Memorandum then passes to the consideration of the rates of payment for Postal Service made by the United States Government to the Railway Companies in that country.

The description of conveyance given by the American Railways to the mails is more analogous to that given by Canadian Railways, than the service had by the English Post Office from the Railways of the United Kingdom, and it is natural to expect therefore that the rates paid in the United States would afford a more useful standard for comparison with the Canadian rates, and it becomes the more necessary to examine carefully the references made to the United States Postal rates, and estimate the relative value of the services given by the American and by the Canadian Railways, particularly the Grand Trunk, for the rates respectively paid to them.

As remarked by the Honorable Mr. Mowat, on page 58 of his Report, there is, however, such an absence of uniformity in the prices paid to American Railways for apparently similar classes of service, and the Postmasters General of the United States have so repeatedly declared their convictions that the defect in their law, leaving it optional with American Railways to carry the mails on their trains, had led to the enforcement by the Railways in many instances of exorbitant prices, that it becomes extremely difficult to draw exact conclusions from the American Post Office Returns of Railway payments and services. We know sufficiently well what the services in each case are, and what the rates paid are, but unfortunately the want of uniformity in the relations between them, embarrasses the attempt to compare any combination of service and rate, with the service and payment on a Canadian road.

The Grand Trunk Memorandum notices that by Act of Congress the Postmaster General is directed to divide the Railroad routes into three classes and not to pay more than \$300 a mile per annum for mail transportation to the first-class Railroads, \$100 a mile to the second class, and \$50 per mile to the third class, and then goes on to remark that it is obvious that the specification of first, second and third class must mean with reference to the importance which the particular line of Railway bears to the district of country through which it passes, but this idea is not well founded, for the Act of Congress lays down the definitions of what is to govern the Postmaster General's judgment, and says,—*that the division into classes shall be according to the size of the mails, the speed with which they are conveyed, and the importance of the service*, that is to say, in proportion to the amount and value of the work actually done by the Railway in mail carriage.

The singular misconception is then re-asserted, which has before appeared in Grand Trunk Railway statements, that the American rate of payment to the first-class Railways of the United States, is made for one daily service with a distributing car, and that if mails are carried over the road by any other train than this, it is an unimportant service which does not affect the rate of payment, and this idea is more emphatically expressed again on page 23, thus, "It has already been stated that in the United States, the distributing mails are carried upon one train stopping at each station, and which distributes the mails upon the way in a car specially fitted up for the purpose, that is the only dis-

* Captain Huish, Manager of the London and North Western line, states that the higher price to Irish Railways is charged on account of the Post Office requiring its special trains to be run at night when the Irish roads would otherwise not be open at all. On the Grand Trunk line the road is kept open at night for the freight trains.

tributing car that is run upon any American railway, it is only run once each way during the day time, and it is for that service that the rate of payment is made."

Now it has evidently escaped the research of the Grand Trunk Company that the fact is precisely the reverse of what it has thus been lead to believe.

The truth is that it is this train stopping at all stations and carrying mails for the small villages by the way which is the comparatively unimportant part of the service on the leading lines of American Railway with which the Grand Trunk desires to rank, this train is always a slow train, and the principal mails passing over the road are, as a matter of course, forwarded by trains travelling at a greater speed.

Of the mail matter passing to Buffalo over the New York Central, for instance, only about 10 per cent. goes by the slow distributing train spoken of, and the assertion is, therefore, that the conveyance of the other 90 per cent. of mail matter is an unimportant part of the whole service not considered worthy of any payment at all!

As it is on the New York Central, so in the very nature of the case it must be on all the other main lines.

On a local or inferior class road, the train distributing to the way offices will very probably be the chief postal service of the day, and in many cases the only service, as any other bags than those for the way offices, could be sent at the same time. Further, when through mails are sent by a second daily train on a road of this class, such through transmissions will not be of the same relative superior importance to the way office service, as they are on one of the great leading roads.

The United States Post Office excoerises no control over the Railways, and uses only the ordinary trains, taking as many services as may suit its wants from the ordinary time tables of the roads.

[5] Whatever number of daily services the American Post Office obtains from a Railway, it stipulates that one daily service each way shall be given to the way offices on the line of Railway, and this distribution of bags to the way offices, is generally superintended by a Post Office Agent travelling with the train. It is generally a mere distribution of bags, and not an assortment of letters or making up of mails in the train, as in Canada.

The Postmaster General of the United States, in his report to Congress of December, 1857, states that he is going to increase the number of Post Office Agents to travel with the mails, because the accounts of mail bags under conveyance are not kept in a satisfactory manner on some of the principal western lines "owing" (he says) "chiefly to the fact that the larger proportion of what are called through mails, go by express trains in charge of the baggage masters, and not the agents of this department. The latter travel on other trains for the purpose of delivering mails to numerous Post Offices on the way where express trains do not regularly stop, and it has been considered an unnecessary expense to appoint agents simply to deliver bags, when the Railroad Companies are paid as well for that service as for conveying them, there being express stipulations to that effect in all contracts. These views are undoubtedly correct in theory, but experience has shewn that Railroad Companies cannot be made to appoint persons to give the mails due attention in all cases, and there is, therefore, no alternative but to multiply largely the number of department agents on all great routes where important mails now go without them.

"In addition to the western routes just alluded to, there are many others of equal grade in the same category. The principal mails between Philadelphia, Baltimore, and the West, for instance, have been nominally cared for by baggage masters."

The above extract will illustrate the brief sketch given of the chief features of Railway mail conveyance in the United States.

During the last summer the American Post Office commenced to give to their principal railway mails the benefit of the system of assortment, &c., whilst on the road, practised in Canada (to which two officers of the Canadian Post Office lent their assistance), and at this time the main through mails between Washington and New York that formerly passed as through mails unopened by the way, pass in a car 47 feet long, specially appropriated to the Post Office, fitted up with every convenience and carrying eight clerks who open the through bags and prepare the correspondence whilst the train is in progress. This service is quite a distinct thing from the way office distribution on which such undue stress is laid by the Grand Trunk.

In the United States Post Office return to Congress for the year 1863 (the latest in the possession of this Department), of the Railways receiving payment for Postal service,

embracing 22,152 miles of railway, there are but six cases covering in the aggregate 533 miles, in which the maximum sum of \$300 a mile per annum is paid or exceeded, viz:

Railway.	Miles.	No. of daily services each way.	Rate of annual payment per mile of Railway.
Boston to Worcester.....	46	3	\$300
New York to New Haven	76	3 and once each way on Sunday.	375
New York to Philadelphia.....	90		
Philadelphia to Baltimore	102	3 & do	375
Baltimore to Washington.....	40	3 & do	300
Baltimore to Wheeling.....	179	4 & twice do	300
		3 & once	300

533

It will be observed that only two Railways receive a rate exceeding \$300, and then the excess is 25 per cent. on that amount.

From the tenor of the remarks in the Memorandum on cases where more than \$300 is paid, it would seem that the Grand Trunk Company has not observed that the Act of Congress which lays down the scale of \$200, of \$100, and of \$50 per mile per annum respectively, at the same time authorizes the Postmaster General to add 25 per cent. to those rates when there is night postal service.

It has appeared to be necessary to devote some space to the elucidation of what the American Railway postal work is—more especially on the chief roads—because the line of argument founded on the fallacy that that work as paid for, is confined to one daily service, as described in the Grand Trunk Memorandum, would seem to be, that the Grand Trunk in order to prove a just claim to the same rate of payment as that given to the principal American Railways, is not bound to show that it performs more work for the Canadian Post Office than this single daily service, and that the rest of the mail service performed by these American Railways over and above that particular daily trip not being, as the Grand Trunk asserts, counted in the work paid for by the United States Post Office, should not enter into the consideration of the question of comparative service by the Grand Trunk and by the American Railways adverted to. If any further demonstration were needed of the error in this mode of reasoning, it might be found in the fact that the 25 per cent. additional paid to the New York and Philadelphia Railway for instance, is not paid in connection with the Way Office service trip at all, but is paid in consideration of conveyance being given by night through Express Train, [6] to what is known as the great through night mail between those cities, so that according to the Grand Trunk theory \$75 a mile per annum additional is paid as compensation for a *variation in the manner of doing a particular service*, which service in itself was not considered to be of sufficient importance to enter into the question of payment at all, as respects the regular rate.

An elaborate examination of the question of the rates of payment to American Railways, and of the bearing which those rates appear to have upon the question of a rate for the Grand Trunk, will be found in the Honorable Mr. Mowat's Report.

At page 22, the Memorandum takes up the subject of the different Orders in Council passed in regard to Postal payment, and of the arrangements made by the Post Office Department upon this question. It states that the first part of the Grand Trunk line brought into operation was the line from Montreal to Island Pond, connecting there with a line from Portland, that this Portland line carried mails for the United States once each way during day-light, for which—

- (1.) "\$110 per mile of Railway per annum was paid,—that on the 7th August, 1853,
- (2.) the Postmaster General being present and *concurring*, a resolution was passed by the Grand Trunk Board, agreeing to carry the mails on the Island Pond section at the same rate per mile, viz: \$110, as was then being paid by the United States Government on the continuation of the line to Portland.
- (3.) "Only one Train each way, and that during day-time, was then being run. There was no provision for a distributing car, the bags to be received and delivered on the Station platforms.

- (4.) "It was admitted by both sides to be experimental, and only a provisional arrangement for a section of the line not carrying a large mail, or such a one as would be necessary when the line was opened throughout.
- (5.) "This provisional arrangement was adopted by the Post Office Department, and the rate of \$110 a mile was regularly paid up to September, 1858, the Company's account being regularly sent in at that rate and as regularly paid.
- (6.) "In September, 1858, it now appears, that the then Postmaster General made a Report to Council suggesting an alteration in the rate of payment, but without either communicating with the Company on the subject, or entering at any length in his report as to the reasons which induced him to propose such changes.
- (7.) "No intimation was made to the Company of this Report, or Order in Council for some years afterwards, the Company continuing to send in its accounts without any objections from the Post Office up to the middle of 1861, at the rate of \$110 a mile, in ignorance that any such Order in Council had been passed."

It appears to be necessary to quote this part of the Memorandum at some length, because inferences of importance are suggested by it, whilst it contains many inaccuracies which it is desirable to correct, inaccuracies of a character which the compiler of the Memorandum might readily have fallen into if not connected with the Grand Trunk in its earlier years, but not the less prejudicial to a true understanding of the relations between the Railway and Post Office therein adverted to.

For the propriety of these corrections there is documentary evidence in most cases and in others the undersigned can only speak from personal knowledge as chief permanent Officer of the Department at the time.

To save repetitions as far as possible, the points which it is desired to rectify have been marked in the above quotation 1, 2, 3, &c., and will be taken in that order.

- (1.) The United States Post Office Report to Congress for 1853 states, that the rate of payment to the Portland and Island Pond Railway for the year ended 1st October, 1863, had been \$100 *per mile per annum*, and not \$110 as in the Grand Trunk Memorandum, the same rate is stated for the years 1854 and 1855. The same reports state that the mail service was *twice a day*, on 48 miles of the road in 1853 as well as in subsequent years.*
- (2.) The Postmaster General was *concurring*, so far as his being present as a Railway Director at the Railway Meeting in question was a concurrence, but at the most the fact could have no greater significance as regards cognizance of what was done than the parallel circumstance that the President of the Grand Trunk Company was, as stated in one of the Grand Trunk papers, present as a Member of Council when the Order in Council of September, 1858, was passed, of which the Grand Trunk complaint that it had no knowledge, is re-iterated in this Memorandum.
- (3.) It is alleged that the Grand Trunk was running but one train a day on the Montreal and Island Pond section, and that there was no provision for a distributing car, the fact being that *two* trains a day were run at the time, leaving Montreal for Portland at 7 A.M. and 3 P.M., and the Post Office Inspector reports on the 10th August, 1853, that he had been notified by the Grand Trunk that the distributing cars were ready for the use of the Post Office, and they [7] were availed of as soon as clerks could be moved from other duties to the service on this road, that is from about 12th August, 1853.
- (4.) There was no admission as regards the Post Office Department possible, for the Department knew nothing of the Grand Trunk Minute of the 7th August, 1853, until several years afterwards, and in the discussions which took place after the fact did become known, the Grand Trunk authorities were disposed to concede that the \$110 a mile rate was rather intended for the road in its more complete state, than for the disjointed sections of it.
- (5.) This so-called provisional arrangement was not in any shape adopted by the Post

* As the line of argument seems to be that the \$110 a mile was intended as a rate for one train a day, it is worthy of note that in the account rendered by the Grand Trunk for the quarter ended 5th October, 1861, the Rivière du Loup section of the road 126 miles, where only one daily train had been running, is charged at \$55 per mile, shewing that up to that date, 1861, the Grand Trunk considered \$110 a mile to be a rate for two daily services.

Office Department, nor was the charge of \$110 a mile recognized, or paid at any time up to September, 1858. The Grand Trunk sent in accounts quarterly at \$110 a mile but without referring to the Minute of August, 1853, or alleged agreement in any way, but the Post Office from the first objected to the charge as too high, and refused to pay at that rate, and all payments made were in the shape of advances on account of mail service, in round sums at no specific rate (the time being prior to the Order in Council of September, 1858, which first fixed Railway rates in accordance with the Statute). These advances were, however, always kept by the Post Office carefully within an estimated rate, agreeing very nearly with the \$70 a mile afterwards accorded under the tariff of September, 1858, Order in Council.

- (6.) The rates fixed by the Order in Council of September, 1858, had no particular reference to the Grand Trunk, the Order simply established a general tariff for the payment of Postal Service on all Railways in Canada in fulfilment of the duty imposed by statute upon the Governor in Council of determining in all cases what the rate of payment should be.
- (7.) Information that such an Order in Council had passed was sent by the Department to the Grand Trunk Company very shortly afterwards. The President of the Company, as before noticed, was a party to the Order. Moreover the Order was published in the Post Office Report for 1858, and was included in the public documents printed by the Legislature, and full a thousand copies were, in one shape or other, distributed broad cast through the Province, though it is true that, for some reason which did not transpire, no copy of the Order was formally communicated at the time by the Department to the Company.
- (8.) The Company continued to send in accounts at \$110 a mile subsequent to September, 1858, and the Department continued to object to pay that charge, crediting the Company with \$70 a mile only, under the Order in Council Tariff.

In December, 1860, upon a consideration of what had passed as to rate of payment, the Government instructed the Department that the Order in Council of September, 1858, must be binding as to the rate of payment from the date it passed, but that under all the circumstances the right to object to the \$110 a mile charge for the time prior to September, 1858, might be waived, and the Grand Trunk credited with the difference between the total sum which the \$110 a mile rate would be produced up to September, 1858, and the total sum actually paid by the Post Office up to that time.

(Copy.)

THE PROVINCIAL GOVERNMENT OF CANADA,

To the Grand Trunk Railway Co.,

DR.

For the conveyance of Her Majesty's Mails, for the quarter ending 5th October, 1861, at \$110.00 per mile per annum.

	Miles.		\$	cts.
To amount of account rendered.....			263,916	2½
Between Montreal and Boundary Line.....	128		3,520	
do Point Levi and Richmond.....	96		2,640	
do Montreal and Toronto.....	333		9,157	50
do Toronto and London.....	121		3,327	50
do St. Mary's and Sarnia.....	70		1,925	
do Rivière du Loup and Point Levi.....	126	at \$55	1,732	50
do do do charged in last account to Chaudière, only 8 miles, from 15th December, 1860, to 5th July, 1861)	8	at \$55	247	30
Special service per annexed sheet.....			6,362	85
			292,828	67½

Audit Office,
Montreal, 11th October, 1861.

(Signed,)

J. HARDMAN,
Auditor.

[8] This was done and the proceeding explained to the Grand Trunk. For the time following September, 1858, the tariff of the Order in Council of that date was maintained and the Grand Trunk notified that it would be maintained; nevertheless the Company continued to send in accounts at the \$110 a mile rate up to 5th October, 1861 (omitting only July quarter, 1861), when it ceased altogether to send accounts.

To pass on to the other statements of the Memorandum there is probably an error of type in marking the distance between Quebec and Sarnia at 800 miles, the distance by the Company's tables being about 674 miles.

The argument drawn from the length of the Grand Trunk road as compared with the American lines scarcely applies, for the American Post Office does obtain night mail service from its leading lines of railway.

It may be that the Grand Trunk is a longer line under one independent management than any single American line, but the American roads so combine their running so as to afford continuity of journey, and the result is the same. For instance the American Post Office can send a continuous mail from Washington to Buffalo, 678 miles, about the same distance as from Quebec to Sarnia, and no doubt even 500 miles further continuing on from Buffalo to Chicago.

There can be no difference of opinion as to the desirability of continuity of journey, at least on the Toronto, Montreal and Quebec section of the Grand Trunk Road.

The Grand Trunk has an unquestionable right to pronounce *ex cathedra* upon what may be the most convenient and profitable arrangement of its trains for traffic purposes, and the undersigned would only remark upon statements* in this regard on page 24 that the Grand Trunk published statements have claimed that the present continuous arrangements of the trains have been affording comparatively larger traffic returns, and have been run at a lower working cost, than when the trains were arranged upon the principle the Memorandum suggests, that is by day only, with breaks of continuity at various points.

As respects the last paragraph on page 24, it is true that without seeking to dictate to the road (with the exceptions hereinafter noticed), the Post Office has always felt it to be a duty it owed to the public to remonstrate with the Grand Trunk when the trains appeared to be run so as to inconvenience correspondence, and particularly when, as often happened, some slight concession or modification would have the effect of remedying the inconvenience.

When, in the constant changes in the Grand Trunk train arrangements of the last six or seven years (changes as often as not made without the slightest reference to the Depart-

* TAKEN FROM GRAND TRUNK RAILWAY REPORT FOR HALF YEAR ENDED
31st DECEMBER, 1863.

	HALF YEAR, DECR., 1862.	HALF YEAR, DECR., 1863.
	At which time Company asserted that its Passenger Trains were being run to suit its own traffic purposes, and not to suit the Post Office.	Passenger Trains running as now and, as the Grand Trunk Mem. alleges, expressly for Postal purposes and not at all as the ordinary traffic requires.
No. of Miles open.....	1,090	1,090
Number of Passengers.....	453,926	529,723
Passenger earnings.....	£127,130	£170,484
Total Receipts.....	£439,361	£477,838
Total Expenses.....	£332,563	£312,110
Percentage of ordinary working expenses.....	59.63 per cent.	57.56 per cent.

The Report remarks as comparing 1863 with 1862, "The Passenger Receipts on the other hand show a very gratifying increase." The fact being that the freight trains, with which the Post Office is not alleged to have interfered, fell off in their earnings, whilst the passenger trains, which the Memorandum asserts were altered in a ruinous way for the Company in order to suit the Post Office, produced in their altered state, a "very gratifying increase" in the Company's traffic receipts and profits derived from them.

ment), the accommodation to be had from the trains announced to be run, was such as to passably serve the purposes of mail conveyance—such changes of arrangements have been accepted by the Post Office in silence.

It is but justice to the Manager of the Grand Trunk Railway to say here, that at no time have the mails passed with more regularity over the line than during the last year and a half under existing train arrangements.

The undersigned is not disposed to dwell upon irregularities of a minor character, such as frequent, insufficient, or defective provision for the mails in the cars, &c., because he is persuaded that such irregularities must have arisen rather from want of means at the disposal of the Manager than from any want of desire to have the service properly cared for.

The references on pages 25, 26, and 27, to communications, from the Post Office Department of the 16th September, 28th November, and 11th December, 1862, protesting [9] against the inconvenient arrangement of the trains at the time, and desiring certain alterations—references made as showing that the Department exercised a control over the trains, would have lent some force to the argument, had the Memorandum been able to add that the request of the Postmaster General in those letters, for a change in the running of the trains, had been complied with, but the fact was that the reply of the Grand Trunk to those appeals was, that it ran the trains to *suit its own purposes*, and *would not adjust them to suit the Post Office* unless the Post Office would agree to Grand Trunk terms of payment for such adjustment, and the trains continued to run as objected to by the Post Office, during all that autumn and winter.

In truth this passage of itself would sufficiently disprove the allegation that the Grand Trunk trains were run to the suit requirements of the Post Office.

It is difficult to correct the arrangement of the trains which commenced on the 18th May, 1863, and alluded to on page 28 of the Memorandum, with any expectations from the Arbitration Bill, for that Bill, from its known unpopularity in the Legislature, never got beyond a first reading on the 18th March, and the Session had closed on the 12th May, 1863.

The two trains described ran continuously as far as Montreal only, but thence to Quebec, the connection, as regards one of the trains, was made as far as Richmond by a freight train, and as regards the other, there was no continuity to Quebec at all.

Since that date there has been a favorable modification, giving Quebec one daily continuous passenger train connection with the Western trains to and from Toronto.

Again the statement is urged that the running of the ordinary trains is governed by Post Office requirements, but this point has already been sufficiently commented upon.

The argument on page 29 as to the presence of Post Office clerks in the travelling Post Office cars, is met by Mr. Brydges' observation in his letter of 17th October, 1862, that this apartment being appropriated to the Post Office, it is a matter of no moment to the Company what the Post Office does with it. The risk incurred of liability for accidents in this connection is so trifling, that it is doubtful whether it has cost the Grand Trunk a hundred dollars in the last ten years.

It is not a point of much consequence, but when the Canadian Post Office Report of 1857 stated that 40 Railway Post Office clerks were employed, the statement was clear that this was the total number of such clerks for all Railways, the proportion for the Grand Trunk was about 28, but it is observable throughout the Grand Trunk Memorandum that in all quotations from the Canadian Post Office General Railway Statistics, it is assumed by the Grand Trunk, that the figures are wholly applicable to the Grand Trunk, and the existence of any other Canadian Railway is ignored—so when the Postmaster General spoke of 9-10ths of Canadian letters passing over Railways, it certainly was not meant, as the Grand Trunk assumes, that this proportion of the correspondence passed over the Grand Trunk, for the Grand Trunk proportion could not have entered for much more than one half of the calculation.

As respects the annual passes specified, those to the Inspectors are necessary to enable those officers to superintend the Railway Postal service, and the permission to use other parts of the train than the Travelling Post Office car in which they would have a right to go without any pass at all, is a mere act of courtesy which could scarcely enter into any

question of payment. The other three passes are so far of a complimentary character, that certainly two out of the three have not been used—once in the last five years.

The Department does not *claim* to have any of its clerks pass free over the road otherwise than in the travelling Post Offices in which it has a right so to send them, and no pass is ever given or asked for by the undersigned or in any other way to his knowledge at this Department, as he has always scrupulously avoided giving occasion for the sort of claim which is here set up. Nevertheless it may very well be that, at out stations, what are there probably looked upon as mere acts of courtesy between officers of the Grand Trunk and the Post Office carrying on a public service together, do occasionally take place.

The observations in the last paragraphs on page 29, continued on pages 30, 31 and 32, approach the real question at issue as therein stated "*what is the value of the space which is appropriated in the car to the Post Office Department.*"

The undersigned would have preferred to have abstained from comment on any part of the Grand Trunk Memorandum until this question was reached; but it seemed improper to permit passages in the Memorandum, having an alleged bearing on this question, or putting upon record points in the past history of the case, to pass unnoticed when they contained misapprehensions as to matters of fact, put forward no doubt inadvertently, but in which it was impossible that the undersigned should appear to acquiesce on behalf of the Department by passing them over in silence.

The calculations which these latter pages of the Memorandum contain in connection with Railway Passenger, Freight, and Express business, all appear to be of a most extreme character. The Memorandum seems to claim that a just comparison with passenger business rates of charge would give \$451 per mile of Railway per annum as the fair charge for the rental of the Post Office third of a car on a twice-a-day service, if with freight charges \$488 per mile, and if with payment by Express Companies to the New York Central and Michigan Central Railways, \$274 a mile as to the first and \$220 a mile as to the second of these two roads.

[10] As regards the comparison between Passenger, Freight and Express charges and a Postal rate, the question has been so fully gone into by the Honorable Mr. Mowat in his Report of 1863, that the undersigned could add but little that would be useful to what has been there said.

It may be observed, however, that if the Grand Trunk could really run two full passenger trains a day, earning the passenger or freight rates suggested as above in the Memorandum, it might dispense with all other kinds of business or train running; and yet be one of the best paying roads for its proprietors to be found on this continent.

With respect to passenger trains the Grand Trunk statements have always been extremely vague as to what a fair paying rate to the Railway would be as the earning of a passenger train,—the *actual* earning of the Grand Trunk passenger trains has been given by the Grand Trunk as 75 cents per train mile, but it is doubtful whether this computation applied to pure passenger trains alone, or whether it did not include mixed passenger and freight trains. It would, however seem that it should be a simple matter for a Railway to furnish a fair estimate on this point, on which to assess a rate for the Post Office to pay in proportion to the space given to it in such a train. The two principal Canadian Railways have always been willing to run a train for *\$1 per mile, and as the Post Office occupies about $\frac{1}{2}$ th of the car space on the ordinary trains of such Roads—that proportion would give 8 $\frac{1}{2}$ cents per train mile for a postal rate; and it is not clear why a Railway should demand more than this from the Post Office—though reasons, such as continuity of Post Office custom, absence of all trouble, expense, and risk to the Railway in carrying mail bags, &c., might be urged why there should be an abatement.

If the comparison be with freight business and charges, it is not easy to perceive why the Post Office freight, as represented by the third of a car space, divested as it is of all

* The Post Office has asked whether, as a special train charged to it at a dollar a mile generally carries more or less passengers with the mails—the Post Office should not have the benefit of some deduction from the \$1 a mile charge on that account,—but the Railways have replied to this, that the passengers by such special trains give no additional business to the Railway, and do not augment the earning of the train, because such passengers would, had there been no special, have travelled by the next regular train and have paid their fares all the same.

appreciable risk and trouble to the Company, should pay more than other freight of a like low grade as to risk an incidental trouble and expense, making such additional allowance to the regular tariff for freight of that description, founded on the relative cost of running freight and passenger trains, as might fairly represent the value of the advantage given to the Post Office freight in conveying it by passenger trains.* This was the principle on which the rates fixed by the Order in Council of September, 1853, were based, and it is believed that, upon this freight charge basis, it would be difficult to shew why the postal payment for the third of a car by ordinary passenger train should amount to *even* so much as the 8½ cents per train mile suggested by the other mode of computation.

As respects the reference to contract rates between Express Companies and two Railways in the United States, the information given is defective in two essential points; viz:—it does not state what the right of the Express is as to frequency of service, nor, what is of more importance, what the amount of allowance may be which the specified rate of payment includes for what may be termed the Royalty due to the Railway on the Express traffic, the share the Railway always claims in the profits of the Express on the descriptions of light freight of which the Railway leaves to the Express the monopoly.

The Railways as a matter of course come under an obligation towards the Express not to compete with it for the conveyance of Express matter, and it is the consideration for this that raises the payment by the Express to a high figure. Mr. Brydges has stated that under an unfavorable bargain for the Grand Trunk Railway, the Express paid a bonus of \$40 a mile besides double ordinary first class freights, and such being the case, and taking into account the relative business of the two roads—the Grand Trunk and the New York Central—it is plain that the Express payment to the New York Central quoted in the Memorandum must have included a very considerable proportion of the total rate paid, as the equivalent for the transfer to the Express of this description of business.

It is the continued allowance for this consideration, no doubt, that raises the express payment for extra weight to a rate, as the Memorandum remarks, considerably in excess of first class freights, but what this allowance is exactly, there are no means of discovering as it is not separately expressed in the Express contracts with the railway.

The Memorandum then proceeds to suggest that, as the Canadian Government pays the Ocean Steamships £41,000 sterling a year for the sea transport of the mails by a line which, as the Memorandum estimates, has required but a capital of £750,000 sterling for its establishment—making the subsidy equal to six per cent. per annum on the amount of investment, the Canadian Government should pay the Grand Trunk six per cent. per annum on its capital as a postal rate.

On a parity of reasoning—because the British Government pays the Cunard Line a subsidy of £175,000 sterling a year for a similar object on a capital of, say, twice that invested in the Canadian ships—equal to nearly 12 per cent. on that amount of capital,—it should pay a postal rate for the railway transport of mails in the United Kingdom equal to 12 per cent. on all the capital which has been invested in the construction of railways, in the United Kingdom—a somewhat startling proposition.

[11] The Canadian Post Office derives no postage or profit in any shape for the transit of the Ocean Mails, whether Canadian or United States, between Portland and the Boundary. As to the special trains alluded to as run with the Steamship Mails to or from Portland or Quebec, the Memorandum forgets to mention that the Grand Trunk charges for these special trains a special rate of a dollar per train mile, and that the Grand Trunk accounts for all special trains furnished to the Department have always been paid without deduction of rate.

It seems most extraordinary that a grievance should be made out of the running of these trains when the Grand Trunk receives its own special price for them, and that that fact should be withheld from the statement.

At this present time the Post Office is paying a dollar per train mile for the regular weekly Passenger and Mail train from Montreal to the Portland Saturday Steamship.

Having thus passed under review the Grand Trunk Memorandum of the 16th instant, setting forth the case of that particular Railway, the undersigned begs leave to express the

* The speed of the Grand Trunk Railway passenger trains is about 21 miles an hour including stoppages.

opinion that, as regards the general question of determining what is a just rate of payment for the car space required by the Post Office for the reception of the Mails, truer indications of what that rate should be will be found in an examination of the rates generally governing contracts voluntarily entered into by Railway Companies with individuals for the conveyance of freight by their train, than from any other source.

It seems impossible to obtain evidence on which there is any probability of agreement, founded on passenger traffic earnings. A company runs each passenger train upon an uncertainty as to whether the traffic it will obtain in the course of its journey will yield a profitable return or not; and the Grand Trunk Company will not admit that the average of the actual passenger train earnings on its line afford any certain or binding criterion as to the profit of the passenger trains to the Company. But with freight there is a material difference; the Company may fairly be held bound to an admission of the sufficiency of the freight rate it voluntarily names in the case of the contracts alluded to, before undertaking the work.

The Postal rate should be in the shape of a tariff of so much per train mile for the appropriation to the Post Office of such space as it requires in the ordinary passenger trains—the rate being fixed for a certain specific extent of space, so many feet in the length of the car by the whole width, with a provision that if the Post Office takes more or less than that extent of space the rate will increase or diminish in like proportion.

The tariff, to be comprehensive, should (like the Order in Council of September, 1858, which in that respect remains in force as regards all Railways) make a provision for the payment of a certain rate per cwt. per train mile, for the mail bags sent in charge of a Railway Company's servants, as ordinary baggage, without any special appropriation of space.

The Department has not considered it desirable that what is known as the side service for the conveyance of the mails by stage, horse or foot messengers, between the Railway Stations and the neighboring Post Offices, should be intrusted to the Railways. The Post Office would prefer to retain a direct supervision over the performance of that as of all other descriptions of ordinary mail contract service.

The Postmaster General requests that opportunity may be afforded to the Department of making such further observations on this question as, in the further proceedings of the Commission—or with reference to other statements which the Railways may urge before the Commission—it may seem to him right that the Department should submit for the consideration of the Commissioners.

W. H. GRIFFIN,
Depy. P. M. General.

Post Office Department,
Quebec, 30th January, 1865.

POST OFFICE DEPARTMENT,
Quebec, 4th February, 1865.

SIR,—With reference to some observations made by the Commissioners this afternoon, intimating that the binding effect of the Order in Council of the 18th September, 1858, had been questioned by the Railways on the ground that, as the Governor in Council in passing that Order acted in a judicial capacity, the Railway interest should have had an opportunity afforded it of setting forth its case, but that this opportunity was not afforded, and that the decision embodied in the Order in Council was come to in the absence of information from the Railways as to what their case was,—I beg permission to say that such a plea is so entirely at variance with my knowledge of the course of the transaction and with what appear to me to be the substantial facts of the case, that it had not occurred to me that a plea of this nature could be set up; and if any passage in the Grand Trunk Memorandum of the 16th ult. was, as the Commissioners seemed to think, intended to bear such a construction, it had, for that reason, escaped my notice in preparing my answer to that statement.

As regards the capacity in which the Governor in Council acted when passing the Order in Council of 18th September, 1858, I beg to remark that the manifest intention of the Legislature in the sections of the Railway Act applying to tolls or charges to be

taken by the Companies, was to assure, as far as possible, to all and every one using the Railway, equal advantages as to conveyance under like circumstances, at equal rates of payment, and to prevent any undue advantage being taken by the Railway of its monopoly of transport, to exact higher rates from one class or interest than from another, and the regulating power to enforce this principle was vested in the Governor in Council.

As respects passengers or freight, no tolls were to be leviable or taken by a Railway until approved by the Governor in Council; and to the Governor in Council was given power to reduce absolutely, as it thought fit, the scale of tolls proposed by the Company.

Then, as respects the mails, the Statute says: Her Majesty's mails shall, at all times, when thereunto required by Her Majesty's Provincial Postmaster General, be carried on the Railway, "on such terms and conditions and under such regulations as the Governor in Council makes"; and this provision as respects the mails does not, as in the case of passengers or freight, say that the Railways are to submit to such rates of charge as they may propose, but declares that the Governor in Council shall prescribe to the Railways the terms, conditions and regulations under which the mails shall be carried.

Of course it must have been presumed that the Governor in Council, in exercising this power would do what is right, but the privilege given to the Railways to propose, for the sanction of the Governor in Council, rates of charge for passengers and freight, is expressly omitted as respects the mails, and the right of the Governor in Council to make binding the rates fixed by the Order of the 13th September, 1858, does not seem open to impeachment on the ground of alleged want of conformity to some preliminary form of procedure, not contemplated, so far as can be perceived, by the Statute.

Nevertheless, so far from the Railways having had no opportunity previous to September, 1858, of stating their case to the Government, the discussions between the Post Office, on behalf of the Government, and the Railways, on the question of what should be the postal rate, were long and frequent, and it was not until every effort to come to an agreement by discussion with the principal Railways interested, had apparently been exhausted, that the differences in opinion between the Railways and the Post Office as to what the postal rate should be, were submitted to the Governor in Council as irreconcilable, and the Council invoked to use the power vested in it by the Statute of fixing the Postal Railway Rates.

The Postmaster General was authorized by the Post Office Act (Con. Stat., p. 369) to contract with Railways for the conveyance of the mails, and would have preferred to have made arrangements under this power, based on mutual agreement as to rate of payment.

The Post Office, in discussing the question of rate with the Railways, took from the first the position that the Government should not be called upon to pay more for the accommodation it had for the mails in a train, than would be charged by the Railway [2] to any other customer for a like measure of accommodation, but the Grand Trunk and Great Western Railways persistently refused to accept any settlement of the questions on that basis, or to go into any comparison of their ordinary traffic rates or earnings, with the rates the Post Office was disposed to agree to. The Railways maintained that the service performed in the carriage of the mails was too valuable to the Post Office to be measured by any such standard, and claimed to say, not what the service was worth as calculated from the cost of performing it, but simply what they were willing to name as the price they would accept for the use of such of the trains running for traffic purposes as might suit the wants of the Post Office.

These discussions, renewed at frequent intervals, lasted through four years without coming to any definite conclusion.

The Post Office maintained that the position taken by the Railway was unsound and might have served equally well to justify a demand for \$500 a mile per annum as for \$100 or \$110, but the Railways refused to move from it, and restricted their case to the demand of \$110 per mile per annum from the Grand Trunk, and \$100 per mile from the Great Western.

As the Railways refused to assist in ascertaining what the Railway Postal rate should be, upon the only basis which appeared to the Post Office to be capable of yielding a result which would operate justly for both parties, the Post Office was driven to make the calculation for itself from such information as it could collect.

The chief data relied on were these—

In the first place, the Department sought for its facts from the charges then in force on the Great Western, rather than on the Grand Trunk Railway, because the tariff of the former was higher than on the latter, and therefore, less open to exception, and because the Great Western was considered at the time to be a road whose tariff yielded a good working profit to the Railway.

It was found that the Great Western had contracted with the United States Government to give to it, as nearly as possible, the same car space as that the Canadian Government desired to have, and that the rate paid by the United States Post Office for this was \$30 per mile per annum.

It was found that the Great Western was letting cars for the carriage of cattle from Detroit to Suspension Bridge, a description of freight requiring quick conveyance, involving considerable risk, and the haulage of the cars entirely empty on the return trip, at a rate which, allowing for the want of earning on the return trip, was not more than equivalent to \$20 per mile of railway per annum, as the rental of the third of a car for one daily trip each way.

It was found that, so far as the information to be obtained permitted of a judgment, the Express Company did not pay more than from \$30 to \$35 a mile of railway per annum for precisely the same extent of accommodation as was given to the Post Office.

From these facts, mainly, the Post Office came to the conclusion that about \$35 a mile per annum for a third of a car, would be a fair rate, including, as respects a comparison with the freight charge selected, an allowance of 75 per cent. as compensation for the advantage had by the Post Office in conveyance of the mails by a passenger instead of a freight train.

These facts were then laid before the Governor in Council.

The Postmaster General reported to Council on the 18th June, 1858 :—

1st. That the Post Office and the Railways had not been able to agree upon a rate of payment for Railway mail transport.

2nd. That the Grand Trunk named \$110 per mile per annum, and the Great Western \$100 per mile per annum, as the rates they respectively demanded for the use by the Post Office of such trains as might be running for railway purposes, without defining what extent of service this would give, and without conceding to the Post Office any control over the frequency of the trains, hours of running or selection of stopping places.

3rd. That the Post Office had not agreed to these terms, considering the rates asked by the Railways to be too high for such a service as that offered.

4th. That the Post Office had, with the help of such information as it could collect on the subject, come to the conclusion that \$30 a mile per annum as the rental of the third of an ordinary car for each daily service (one trip each way) by Day Train with [3] an increase to \$40 if by Night Train, being an average rate of \$35 a mile to the Grand Trunk and Great Western Roads, would be an equitable rate of compensation.

5. That under these circumstances, it was desirable that the power vested in the Governor in Council by Statute, of prescribing the rate of compensation to be paid to Railways for the carriage of the mails, should be exercised.

The subject remained three months under the consideration of the Governor in Council, during which time the Grand Trunk papers state that their President was a Member of the Council, and contended against the adequacy of the rates the Postmaster General had suggested.

On the 18th of September, 1858, the Governor in Council passed the Order so often referred to, practically rejecting the rates claimed by the railway companies, and adopting the rates recommended by the Postmaster General.

There was no secret made of this Order in dealing with the railways, it was immediately made the basis of all payments to them, and produced as the standard by which the Post Office had to regulate its Railway payments, and it was printed in the account of the Post Office transactions of the year.

The Railways, in the discussions which have gone on since September, 1858, have protested against the sufficiency of the rates the Order in Council then fixed; but I have never yet heard or seen it demonstrated that the data on which those rates were arrived at were unsound.

That the Great Western was *not* contracting with the American Post Office at \$30 a mile,

That the Great Western was *not* letting its cars for freight of the description named at the rate assumed,

That the Grand Trunk was *not* letting its freight cars at even lower rates,

That the deduction for haulage of return empty cars was *too much*,

That the addition of 75 per cent. to the freight charge to make up a rate by passenger car was *too little*,

Or that the rate paid by the Express Company for the rental of car space was *more* than the sum calculated on.

However, the Government, in 1863, moved by the constantly re-iterated complaints of the Grand Trunk, and in consideration, probably, of what had previously been done to re-open the question, consented to re-consider the case of the Grand Trunk, and after a full hearing of all that the Grand Trunk at that time desired to urge (a Committee of the Executive Council having been appointed to confer with the Grand Trunk representatives on the subject), and the reception of a very elaborate Report from the then Postmaster General (Honorable Mr. Mowat), passed an Order in Council, dated 12th August, 1863, making the rate to be paid thereafter to the Grand Trunk, as follows:—

Sixty dollars a mile of Railway per annum, for one daily service each way by ordinary Express Passenger trains, with Post Office car, over any part of the road with continuity between Toronto and Quebec, and \$40 a mile for any second daily service by any description of trains on any part of the road west of Quebec.

The operation of this Order is to give on 872 miles of Railway, covered by the first daily service as above, at \$60 per annum,

545,872 train miles.....	\$ 52,320
On 460 miles of Railway covered by second service,	
287,960 at \$40 a mile.....	18,400
<hr/>	<hr/>
833,832 train miles.....	\$ 70,720

equal to 8½ cents as an average rate per train mile.

Notwithstanding this considerable advance in the rate of payment, and indisputable previous opportunity for making its case good, the Grand Trunk protested as vehemently against the Order in Council of August, 1863, as ever it had done against that of September, 1858.

In the Post Office Memorandum, dated 30th ultimo, the comparison between a Postal Railway rate and the payment by the Express Companies, was not pressed, on account of the difficulty of obtaining a certain knowledge of the price actually paid by Express Companies for the rental of the car space occupied by them in the trains, but [4] if the Commissioners, by examination on oath or otherwise, could obtain exact information on this point, I am of opinion that it would afford valuable material for the formation of a judgment on the Postal rate question; for the two services, the Express and the Post Office, in their relations with the Railways, are in Canada almost identical as regards the various points that go to make up the Post Office Service by Railway, such as extent of car space, use of passenger trains, provision for a person in charge, &c.

The difficulty lies, of course, in the circumstance that besides the features had in common, the Express arrangements with the Railways include an advantage which must largely affect the price paid by the Express to the Railway, but which is never valued or stated separately, in any information which has been had as to the agreements between the parties.

On a rough estimate I should suppose that Express charges to the public might be made up somewhat in this way:

Average charges of collection and delivery, salaries of messengers, Superintendence, &c.....	45 per cent.
Average payment for Railway conveyance, hire of car space....	10 “
Allowance for risk, profit, &c.....	45 “
<hr/>	<hr/>
	100 “

and that the full sum paid by the Express to the Railway includes, besides the 10 per cent. estimate for the rental of the car space, at least an additional 15 per cent. as the Railway share of the general profit realized by the Express from its business, as a consideration for relinquishing to the Express the carriage of light parcels, &c., and securing it practically from competition in its general business.

This estimate would give the Railway 25 per cent. on the gross charges of the Express. When the Express business was first commenced in the United States, we are told that the payment to the Railway was one-third of the gross charges.

It has been said that this additional 15 per cent., or whatever the amount may be, is in fact as much the earning of the Railway car space, hired by the Express, as the first 10 per cent. estimated as paid for the actual car rental, and that the whole 25 per cent. is no more than the measure of what the hire of the car space is worth for this *or any other purpose*; but this view of the case puts out of sight that the Railway could not earn this additional 15 per cent. by its own action, nor without burthening its system with all the appurtenances for collection and delivery of packages, &c., required by the Express Company for the management of its business.

Moreover, if the Railway did not give to the Express Company something more than the specified amount of car space and the earning capabilities belonging to it, the Railway might still seek to earn this 15 per cent. in some other part of the train.

But it is clearly the obligation on the part of the Railway that it will not do this, with the concomitant assurance against competition which this obligation gives to the Express Company, that constitutes to the latter perhaps the most valuable feature in the bargain.

I have the honor to be,

Sir,

Your most obedient humble servant,

W. H. GRIFFIN,
Deputy P. M. General.

The Hon. W. H. Blake, &c., &c., &c.,
Railway Postal Commission.

APPENDIX No. 2.

MINUTES OF EVIDENCE.

22nd February, 1865.

C. J. BRYDGES, Esquire, Managing Director of the Grand Trunk Railway Company, sworn and examined.

By THE CHAIRMAN:—

1. Are you Managing Director of the Grand Trunk Railway Company?

I am.

2. Is it a single track throughout?

Yes.

3. With the present goods traffic would you be obliged to keep the road open during the night?

Not necessarily;—not unless we were compelled to run passenger trains at night.

4. Since the road was opened, you have always run freight trains at night, have you not?

There always have been trains running at night, more or less, on some portions of the line, since I have been connected with the line.

5. How many freight trains run at night at the present time?

From Sarnia to Toronto there is but one freight train, which leaves Sarnia at 7.30 P.M., and arrives at Toronto at 11 A.M., following morning. From Toronto to Sarnia two freight trains leave, one at 8.15 P.M., reaching at 11.35 next morning, the other leaving at 10.10 P.M., reaching at 3 P.M. From Toronto to Montreal three, one leaving at 2, at 5.15, and 11.30, each P.M., reaching Montreal next night and the following morning. According to the present time tables there will be twelve freight trains on the road at night between Toronto and Montreal. Between Montreal and Quebec there is at present no freight train on the road during the night; but for the passenger train, the road would be closed at night.

6. Are the present night trains between Montreal and Quebec exclusively passenger trains?

They are.

7. The present trains between Quebec and Rivière du Loup are all mixed trains?

Yes, and they are run by day exclusively.

8. How long have you been Managing Director?

For nearly three years.

9. State the manner in which the passenger trains have run between Toronto and Quebec, since you have been Managing Director.

They have run as below:

IN JANUARY, 1863, AND PREVIOUSLY.

Leaving Toronto.....	7.30 A.M.
Arriving at Montreal.....	11.40 P.M.
Leaving Montreal.....	7.30 A.M.
Arriving at Quebec.....	4.00 P.M.

Leaving Quebec.....	11.30 A.M.
Arriving at Montreal.....	8.45 P.M.
Leaving Montreal.....	8.15 A.M.
Arriving at Toronto.....	12.30 A.M.

IN MAY, 1863, AND SUBSEQUENTLY.

Leaving Toronto.....	6.30 A.M.	5.30 P.M.
Arriving at Montreal.....	10.30 P.M.	9.30 A.M.
Leaving Montreal.....	10.10 P.M.	2.00 P.M.
Arriving at Quebec.....	8.05 A.M.	.....
Arriving at Island Pond.....	5.15 A.M.	9.45 P.M.

Leaving Island Pond.....	6.00 A.M.	10.00 P.M.
Leaving Quebec.....	.....	7.30 P.M.
Arriving at Montreal.....	1.30 P.M.	6.45 A.M.
Leaving Montreal.....	8.15 P.M.	8.00 A.M.
Arriving at Toronto.....	12.50 P.M.	12.00 P.M.

10. State the average earnings per mile of the passenger trains according to the last half-yearly statement.

I cannot state that, as I cannot say what proportion of the passengers go by the mixed trains.

11. There would be no difficulty in obtaining a return which would shew that?

No—by directing returns of passengers by mixed trains to be kept separately.

12. Are there any data in your office from which that could be computed for the past?

There are not.

13. Dividing the mileage of the mixed trains, as you suggest, and allowing one-third for passengers and two-thirds for freight, what will be the respective average earnings of the passenger and freight trains per mile?

The average earnings of the passenger trains would be about \$1.12 per mile, and of the freight trains about \$1.44.

14. Is that as near an approximation to the earnings of passenger and freight trains as you can suggest?

It is.

15. What is the total average cost per train per mile run, according to the last half-yearly statement?

About eighty-six cents per train mile run, including the renewals of permanent way, and about seventy-eight cents, excluding those renewals.

16. Can you state the net earnings of passenger, freight, and mixed trains, separately?

I can only do it by approximation, dividing the mileage of the mixed trains as before. According to that division the net earnings of the passenger trains would be about twenty-six cents per mile, and of the freight trains about fifty-eight cents; this is as near as I can give it, but it is not entirely accurate.

17. The average cost per mile already stated includes the cost of the night hands?

Yes; it includes every charge.

18. Have you a separate staff of hands for night and day?

On those parts of the road where there are night trains we have separate sets of hands at the stations.

19. Are the night hands paid at a higher rate than the day?

No, they are shifted week about. At nearly all the stations between Sarnia and Quebec, we have separate sets of hands for night and day.

20. State the average cost of locomotive power per train mile run, according to the last half-yearly statement.

About twenty-seven cents a mile.

21. The cost of locomotive power is greater in the case of freight trains than in that of passenger trains?

I think not, in this country.

22. It is so stated by Major Harness, in his examination before the House of Commons Committee of 1854.

I do not think Major Harness's calculation would prove correct in this country where the circumstances of climate, &c., are so different, the average already stated would be about correct as applied to passenger and freight trains.

23. What is the average number of cars in a passenger train?

Five. Three passenger cars, a Post Office car, and an extra baggage car. The space left in the Post Office cars not being sufficient for all our baggage, between Montreal and Toronto we are obliged to run an extra baggage car.

24. What is the average weight of a passenger car and a Post Office car.

They are, I think, about the same, thirty thousand pounds each; but I will ascertain the exact weight.

25. What is the average speed of a passenger train?

It varies, being different in summer from what it is in winter. It is nearly twenty-four miles an hour in summer, and about twenty-one in winter, including stoppages in both cases.

26. As your trains are at present constituted, there is nothing in the addition of the Post Office car to prevent your running at the speed just mentioned?

No.

27. Is there any difference in the cost of day and night service, where the road is of necessity kept open during the night?

There is. The stations require to be lighted and heated, there is a greater danger of accident, and the signals require to be lighted.

28. The road being open for freight traffic during the night, does the running of a passenger train involve greater expense than running by day?

It does. It involves the keeping of the stations open, heating and lighting them, which would not be necessary for freight trains.

29. Can you give an idea of the average increase of expense?

No. I have made no calculation respecting it.

30. Mr. Rowland Hill in his answer to question 4165, expresses an opposite opinion as follows:—"No; the difference is not, perhaps, material, unless the line would be closed at night but for the circumstance of the Postmaster General requiring that a night train should be run. The night police would then have to be brought on, and other expenses necessarily incurred."

I do not agree with him.

31. Mr. Allport, the Manager of the Midland Railway, in his answer to question 3321, attributes the increased cost to increased wages.

Looking at the circumstances of this country, I do not agree with him.

32. You refer in your Memorandum to the high price paid for Postal Service to the Great Southern and Western Railway in Ireland, and attribute it to the absence of comparatively so large an amount of passenger business; do you think the great price paid mainly attributable to that cause?

I think it is a strong element, but I am not prepared to say that it is the main reason.

33. What in your opinion is the main reason?

I am not able to divine the reasons that actuated the umpire in coming to his decision.

34. Capt. Huish, in his answer to question 3079, says:—"I can easily explain why a high award is given. The line is kept open from five in the evening, till nine the next morning for Post Office purposes."—Do you think that the real explanation of the high price paid to the Great Southern and Western?

I dare say it is correct and formed an element in the case, in the same way that I have already stated the paucity of passengers did.

35. Are you aware what the same Railway receives for carrying the mails by day?

One shilling per mile.

36. At the time of the Inquiry before the House of Commons Committee in 1854, most of the Irish Railways were closed during the night, were they not?

Yes, I believe so; but at present the Irish Railways are used for freight trains during the night, yet the rate of payment by the Post Office has not decreased.

37. Are you aware that the same service was preformed by other Railways, at the same time, for a much less price?

I am not aware.

38. In England no great difficulty is found, I believe, in determining the amount to be paid for carrying the mails, by a Company's ordinary trains?

Not so much as for notice trains; the Companies and the Post Office generally agree without much difficulty as to the carriage of mails by ordinary trains.

39. Mr. Page, in his answer to question No. 3913 (Committee of 1854-5), says: "I know of no case in which we have gone to arbitration for fixing the sum to be paid to a Company for the use of all their trains;" does this agree with your experience?

I believe he is correct.

40. When the Post Office uses the ordinary trains of a Company in England the charge is, I believe, very low?

It is variable, but it is in many cases low. I know of no instance in England when an agreement has been made between the Company and the Post Office to carry mails by all their ordinary trains without its being at the same time agreed that one of those trains should be a night train, run at such hours as the Post Office would give a notice for, if it was not agreed to be run.

41. Sir Rowland Hill says, in answer to question 92 (Committee of 1855), "We pay that Company six pence a mile for a service which would be obtained in England for about three pence,"—I should conjecture from this that the usual price paid in England by the Post Office for the use of a Company's ordinary trains would be three pence a mile.

Looking at a return made to a Select Committee of the House of Commons in 1854, I find that the rate of payment is from two pence to ten pence. These charges are made for the carriage of closed bags in the Railway Company's own van, in charge of their own servants, and are not a charge for carrying mail matter in a special mail car with Post Office attendants.

42. The difficulty of determining the price to be paid arises where trains are put under notice by the Post Office, that is, are specially run for Post Office purposes?

It is then that difficulty arises.

43. Prior to the Order in Council of August, 1863, there was no Order in Council which in any way interfered with the trains run by the Grand Trunk Company?

There was not; but prior to that period we regulated our trains to suit the convenience of the Post Office Department.

44. Will your furnish the time-tables from September, 1858, to August, 1863?

I cannot, as they have not been preserved.

45. The first communication from the Post Office Department to the Company bears date the 28th August, 1862; can you speak of any alteration in the trains of the Company to suit the wishes of the Post Office Department prior to that date.

I cannot, as I had nothing to do with the Company until March, 1862.

46. Can you state what alterations were made in the trains in compliance with that letter?

The trains remained unaltered in their general arrangements until May, 1863; they were not altered to meet the requirements of the Post Office Department till then.

47. You rely, in your Memorandum, page 26, upon a letter from the Deputy Postmaster General, dated 11th December, 1862, requiring the Company's trains to be run more in accordance with the public convenience; did not the Company refuse to alter its trains in compliance with that letter?

We did—except upon being paid for it.

48. When in fact did you make any alteration in the trains to suit the convenience of the Post Office Department?

In May, 1863.

49. Was the alteration so made in May, 1863, made in pursuance of a requisition from the Post Office Department?

Not any requisition in writing, but in pursuance of frequent personal discussions

between myself and the Postmaster General, Mr. Foley, and the leader of the Government, Mr. Sandfield Macdonald. They asserted the right of the Post Office Department to have trains run to suit the Post Office which I was always ready to run upon fair payment being made. The result was that I agreed to put in force the time-table of May, 1863, and they promised that the question of the payment to be made should be settled by the Government without delay.

50. Then there was no Order in Council and no written requisition from any body to the Company requiring them to alter their trains up to May, 1863?

No.

51. When were the trains altered?

On the eighteenth of May, 1863.

52. What was the alteration then made?

The changes made in May, 1863, were that a train was put on between Montreal and Quebec, at night, each way, to run in connection with the day trains between Toronto and Montreal, and that a night train was also put on between Toronto and Montreal, each way.

53. The alteration made on the 18th May, 1863, has practically continued to the present time.

Yes. No alteration was made in consequence of the Order in Council of August, 1863.

54. Do you mean to represent that but for the requests and promises made as you have stated in April or May, 1863, the alterations which you made would not have taken place?

Certainly.

55. Did you consider the alterations then made beneficial to the Company, or otherwise?

I consider they were injurious to the Company, and I would not have made them, were it not for the request and promises of the Government.

56. Do you think that trains between Toronto and Quebec, broken at Montreal, in the way described, (that is, remaining there over night,) would suit the passenger traffic of the Company as well as the present arrangement?

Undoubtedly. If I were not hampered by the requirements of the Post Office Departments, I should run day trains only between Toronto and Montreal, and Montreal and Quebec.

57. Your passenger traffic has very much increased since you became Managing Director?

Yes. The number of passengers for the half year ending June, 1862, was 331,277; for the half year ending June, 1864, there were 523,284.

58. Can you state the proportion between through and local passengers?

The increase of through passengers for the period above stated has been about 43,000 and for local passengers about 147,000.

59. Do you not think that a change to the system which prevailed between January and May, 1863, would be injurious to so large a passenger traffic as you have described?

It would not. I would make the change to-morrow, were it not for the Post Office Department.

60. Were there any alterations made in the trains West of Toronto, in accordance with the requisition of the Postmaster General and Mr. Macdonald, in May, 1863?

A double service between Toronto and Sarnia, to meet the double service between Toronto and Montreal, was put on.

61. Was that change made to suit the Post Office, or your own passenger traffic?

Not exclusively to suit the requirements of the Post Office.

62. Irrespective of the request of the Postmaster General and Mr. Macdonald, would you have made that change for the purposes of your own passenger traffic?

Not to the same extent that it was made.

63. Are you clear that the request of the Postmaster General and Mr. Macdonald extended to that portion of the road West of Toronto, as well as to that East of Toronto?

I am.

64. Are you aware whether there was a double service over the Railway prior to September, 1858?

I cannot say. The statement on page 22 of my Memorandum refers only to that portion of the road between Montreal and Island Pond. I am informed that there was but a single service on that portion of the road, except that during two or three months there was a second service to suit the pleasure traffic between Montreal and the White Mountains.

65. You state in your Memorandum that there was a minute of the Board of Directors of the Grand Trunk Railway Company, offering to perform the Post Office service for \$110 per mile;—what was the service to be performed for that sum?

There was such a minute; and notice of it was given by Sir Cusack Roney, then the Managing Director, to the then Postmaster General, as will appear by the copy of the letter now produced by me, marked B. That was for the conveyance of mails by such trains as the Company might happen to be running:

“ [Copy.]

“ 18TH AUGUST, 1853.

“ SIR,—I am desired by the Board of Directors of this Company to inform you that they had under their consideration, at their meeting held at Quebec yesterday, the subject of the charge to be made for the conveyance of Mail Bags on the several sections of this Railway. I am also desired to state that they are willing to enter into an engagement with you to convey, by any or by all of the ordinary trains of the Company, such Mail Bags as the Post Office Department may require, and to take by each train carrying mails a Post Office Conductor, for the sum of twenty-seven pounds ten shillings per mile per annum, such rate to commence from the date that you may require mails to be conveyed on each section of the Line as it is opened for traffic. The Mail Bags to be receivable and deliverable on the platforms of the Company's Depôts.

“ I have the honor to be,

“ Sir,

“ Your very obedient servant,

“ (Signed,)

C. P. RONEY,

“ Managing Director.

“ To the Honorable Malcolm Cameron,

“ Postmaster General, Quebec.”

66. In an account furnished by the Grand Trunk Railway Company, on the 11th October, 1861, the service between Rivière du Loup and Point Levi was a single service, it is charged at the rate of \$55 the mile;—can you account for that?

I cannot; there must have been some mistake in the account.

67. Were not the accounts of the Grand Trunk Railway Company rendered to the Post Office Department at the rate of \$110 per mile up to October, 1861?

Yes; but I cannot tell what the service rendered for that was.

68. Can you ascertain what the service was?

I do not believe it would be possible to do so, the time-tables not having been preserved.

(*Examination of Mr. Brydges resumed.—23rd February, 1865*).

69. In your answer to question 19 you say that, at nearly all the stations between Sarnia and Quebec, you have separate sets of hands for night and day;—is that correct between Richmond and Quebec?

That is not quite correct as to the portion of the road between Richmond and Quebec; there are nine intermediate stations between those points, and there is an extra staff of hands at three of them, not at the other six.

70. In your answer to question 60 you say that a double service between Sarnia and Toronto was put on to meet the double service between Toronto and Montreal;—is it not true that the night train from Sarnia to Toronto was never used by the Post Office?

I am informed that it has been used most of the time for the carriage of bags, but not for a distributing car. In the discussions prior to the changes in May, 1863, the Postmaster General urged the change of service, as it was then arranged, west of Toronto, in order to give the section the advantages of a night mail service, and with a continuous service for mail matter to and from east of Toronto.

71. Prior to this change in May, 1863, was there a single or a double service between Toronto and Sarnia?

The change west of Toronto was made some two months prior to May, 1863, and during that time there was a double service, but I cannot say what use the Post Office made of it.

72. What use did the Post Office make of the trains during that period?

I cannot tell precisely what use was made of them during those two months.

73. What was the Post Office service, prior to the change in 1863, on that portion of the road?

There was a through morning train each way between Toronto and Sarnia. That train carried through bags from Toronto, and, in addition, a Post Office car from St. Mary's to Sarnia, both ways. There was, besides, an accommodation train between Toronto and London, leaving Toronto usually between three and four in the afternoon, and London early in the morning, which had a distributing car both ways.

74. The through passenger train from Toronto, westward, never had a distributing car except from St. Mary's to Sarnia?

I cannot say it never had; my impression is that for a portion of the time there was a distributing car, but I am not positive about it.

75. Can you describe the present Post Office service west of Toronto?

I cannot; but I will obtain the information in the course of the day.

76. If the Post Office did not require a night train from Toronto westward, do you mean to say that you would not run that train for the accommodation of your passenger traffic?

Certainly not; and if the Post Office does not require it I will take it off to-morrow.

77. Apart from the Post Office requirements, would you run a double train now between Montreal and Toronto?

I would only run one train each way daily between Montreal and Toronto. I would not run a double train, nor a train at night. This would involve breaking the journey at night both at Toronto and Montreal; and, using my own judgment for the interests of the Company alone, that is the way in which I would arrange the trains.

78. Are not all the passenger trains, as at present arranged, run at a profit?

I am not prepared to say that any of the trains are run at a loss; but I am confident that the receipts would not be materially diminished, while the expenses would be considerably lessened, by running a smaller number of trains.

79. In your Memorandum at page 22 you say: "in September, 1858, it now appears that the then Postmaster General made a report to Council, suggesting an alteration in the rate of payment, but without either communicating with the Company upon the subject, or entering at any length in his report into the reasons which induced him to propose such changes."—Is it not true that prior to the Order in Council of September, 1858, frequent communications were had between the Post Office Department and the Officers of the Grand Trunk Company, relative to the proposed change?

I cannot speak of my own knowledge, but I am informed that there was not any, and there is no record in the office of the Company which shews that there was any correspondence upon the subject.

80. Adverting to the statement in the Deputy Postmaster General's Memorandum as follows:

"Nevertheless, so far from the Railways having had no opportunity previous to September, 1858, of stating their case to the Government, the discussions between the Post Office, on behalf of the Government, and the Railways, on the question of what should be the Postal rate, were long and frequent, and it was not until every effort to come to an agreement by discussion with the principal Railways interested, had apparently been exhausted, that the differences in opinion between the Railways and the Post Office as to what the Postal rate should be, were submitted to the Governor in Council as irreconcilable, and the Council invoked to use the power, vested in it by the Statute, of fixing the Postal Railway rates.

"The Postmaster General was authorized by the Post Office Act (Con. Stat., p. 369), to contract with Railways for the conveyance of the Mails, and would have preferred to have made arrangements under this power, based on mutual agreement as to rate of payment.

"The Post Office in discussing the question of rate with the Railways, took, from the

first, the position that the Government should not be called upon to pay more for the accommodation it had for the Mails in a train, than would be charged by the Railway to any other customer for a like measure of accommodation, but the Grand Trunk and Great Western Railways persistently refused to accept any settlement of the question on that basis, or to go into any comparison of their ordinary traffic rates or earnings, with the rates the Post Office was disposed to agree to. The Railways maintained that the service performed in the carriage of the Mails was too valuable to the Post Office to be measured by any such standard, and claimed to say, not what the service was worth as calculated from the cost of performing it, but simply what they were willing to name as the price they would accept for the use of such of the trains running for traffic purposes as might suit the wants of the Post Office.

"These discussions, renewed at frequent intervals, lasted through four years without coming to any definite conclusion.

"The Post Office maintained that the position taken by the Railways was unsound, and might have served equally well to justify a demand for \$500 a mile per annum as for \$100 or \$110, but the Railways refused to move from it, and restricted their case to the demand of \$110 per mile per annum from the Grand Trunk, and \$100 per mile from the Great Western.

"As the Railways refused to assist in ascertaining what the Railway Postal rate should be, upon the only basis which appeared to the Post Office to be capable of yielding a result which would operate justly for both parties, the Post Office was driven to make the calculation for itself, from such information as it could collect,"—are you enabled to state whether that is a true representation of the facts as they occurred?

That is one of the questions which as a matter of fact is entirely at issue between the Company and the Post Office Department, and I repeat that I have been entirely unable to find any trace of any correspondence upon the subject with the Grand Trunk Company, and I desire to add that I was connected with the Great Western Company from the time of its opening until after September, 1858, and that whilst acting for that Company, I had no discussions, interviews or correspondence with the Post Office Department with reference to there being any intention to fix rates of payment in September, 1858, and no intimation of any Order having been passed upon the subject at all was ever communicated to me up to the time that I left the service of that Company in the beginning of 1862.

81. In your answer to the last question you seem to confine yourself to official notices and correspondence; I wish, beyond these, to know whether unofficial discussions did not take place between the Post Office Department and the Railway Companies, Grand Trunk and Great Western, as to a change in the rates that had been theretofore paid, and the amounts to be paid in future; I wish to know in fact whether those Companies had not a fair opportunity of presenting to the Government or the Post Office Department their views as to the amount that should be paid?

I cannot of course speak of my own personal knowledge in the case of the Grand Trunk, I can only say in that matter what I have been informed, but in the case of the Great Western, which is the second largest railway in the Province, I can speak positively. No discussion of any kind took place between that Company and the Post Office or the Government. They had no knowledge that the matter was to be or being discussed, they were not called upon to make any statement, or to lay their views before the Government; they had no notice that the Order in Council was passed, and they were not aware of it for several years afterwards. And so far as my information goes, the Grand Trunk Company was in the same position.

82. The Deputy Postmaster General states that prior to 1858, the Department being dissatisfied with the amount claimed by the Great Western Company, he proceeded to Hamilton on two different occasions for the purpose of discussing with you the amount to be paid, and did discuss on both occasions without being able to come to any agreement;—have you any recollection of those interviews? (*Mr. Brydges wishes it added that Mr. Griffin, when this question was being put to him, stated that the interview took place, he believed, during the years 1856 and 1857,—and such is the fact, although the dates were not included in the question.*)

The dates given by Mr. Griffin are so indefinite, that it is impossible to recall conversations assumed to have taken place in such a way. I have seen Mr. Griffin on several

occasions in Hamilton, the number and times of them I cannot state, but I have no recollection whatever of any interviews specially for the purpose of discussing and arranging the rate of postal payment. If such had been the case, and I had been informed that the Government were about to take the question up to settle it, I should have failed in my duty if I had not put officially in writing the claim of the Company for the payment of the Mail Service.

83. Mr. Griffin, the Deputy Postmaster General, in his second Memorandum states:—“However the Government in 1863, moved by the constantly re-iterated complaints of the Grand Trunk, and in consideration, probably, of what had previously been done to re-open the question, consented to re-consider the case of the Grand Trunk, and after a full hearing of all that the Grand Trunk at that time desired to urge (a Committee of the Executive Council having been appointed to confer with the Grand Trunk representatives on the subject), and the reception of a very elaborate Report from the then Postmaster General (Hon. Mr. Mowat), passed an Order in Council, dated 12th August, 1863, making the rate to be paid thereafter to the Grand Trunk as follows;”—had the Grand Trunk Company a fair opportunity of representing its views to the Governor in Council before the Order dated the 12th of August, 1863, was made?

The Grand Trunk Company had not an opportunity of laying their case before the Governor in Council at that time; the Company was never made aware, until the fact was stated in Mr. Griffin's Memorandum just read, that a Committee of the Council had been appointed to confer with the Company upon the subject, and as a matter of fact I, as representing the Company, never met any such Committee. I had considerable discussion personally with the Postmaster General, the Honorable Mr. Mowat, in which I pointed out to him the unfairness of his sitting in the double capacity of advocate for his Department, and judge upon the matter. I supplied Mr. Mowat with all the information asked for and we had many discussions in endeavoring to arrive at an agreement upon the rate to be paid. I understood that he would not make any report upon the matter unless we did agree and I was surprised therefore to get, in August, 1863, a copy of the Order in Council that had been passed; it was not for many months afterwards that the report became public or was known to the Company. As soon as the Order in Council reached me, I gave Mr. Mowat notice in writing that the Company protested against the decision that had been arrived at, and that application would at once be made to the Attorney General for his permission to file a Petition of Right to have the whole subject referred to the legal tribunals of the country. That petition was subsequently prepared by Mr. Hillyard Cameron, but the Attorney General refused to give his consent.

84. Were you at any time prior to the meeting of this Commission called upon to state the amount which the Grand Trunk Company claimed for the service rendered by it to the Post Office Department, and to support its claim by such evidence as it might deem expedient?

There never was any judicial inquiry into the matter; there have been frequent discussions and correspondence with the Post Office Department, as is shewn in the Blue-books that have been published upon the subject, but until the present Commission was appointed there has never been any such investigation as is now taking place. I now produce the original of the petition of right, dated 1st of October, 1863; and the following clause in that petition—which states: “Your Petitioners humbly represent to Your Majesty that under the statutes of the Province of Canada, relating to postal service on Railways, the Governor in Council in making any decision upon the remuneration to be allowed to any Railway Company, act as a judicial body, and cannot and ought not to make any *ex-parte* order on judgment without giving to any Railway Company interested in such decision, an opportunity of adducing evidence, and being heard on the subject of such remuneration. That the said Orders in Council lastly and firstly mentioned were so made *ex-parte*, and without notice to Your Petitioners, or any opportunity being afforded them of appearing or giving evidence before the said Governor in Council, and ought therefore to be annulled, and set aside.”—represents truly the position in which the Company felt itself to be placed.

85. Prior to September, 1853, the amount demanded by the Grand Trunk Company for the use of its ordinary trains was one hundred and ten dollars per mile?

Yes.

86. That amount was fixed by an order of the Directors of the Grand Trunk Company of the 17th August, 1853?

Yes.

87. Did the Government assent to that order?

I consider they did.

88. Was there any written assent?

There was not any to my knowledge; but the minute of the 17th August, 1853, was communicated in writing to the Postmaster General the next day, was not objected to, the accounts were sent in at the rate of one hundred and ten dollars a mile in accordance with that letter, and that rate was actually and in fact paid, up to a date beyond that of the Order in Council of 18th September, 1858.

89. Were the accounts of the Grand Trunk Company regularly furnished to the Post Office Department?

They were furnished regularly up to October, 1861, with the exception of one quarter for which an account appears not to have been furnished. There have been no accounts furnished since October, 1861, because the arbitration was then proposed and commenced.

90. Were those charges objected to by the Government or were they paid in full?

They were not paid quarterly as rendered; payments were made from time to time of various sums on account. There is no evidence in the Grand Trunk Company's Offices of any objections having been made to the accounts by the Post Office Department as to the correctness of the accounts which were rendered every quarter, and they were subsequently paid as rendered up to the 5th October, 1858.

91. It is alleged that the Government never agreed to the charge of one hundred and ten dollars per mile, that that amount was not paid until December, 1860, when the account to October, 1858, was closed by a payment at the rate of \$110 a mile, by direction of the Government, and the claim of \$110 a mile was then for the first time sanctioned as an act of grace. Do you assent to that allegation?

No. I submit that the receipt by the Postmaster General of an official letter dated 18th August, 1853, stating the terms upon which the mails would be carried, without any reply from him objecting to the agreement contained in that letter, and the fact that the mails were actually carried on the Railway in accordance with the terms of that letter, so far as the Company were concerned, and the further fact that the Government received accounts from the Company, without objecting to them, at the rate mentioned in such letter, constitute a contract between the parties, which at any rate was binding until notice was given of its termination.

92. When had the Grand Trunk Company first knowledge of the Order in Council of the 18th September, 1858?

On the 22nd February, 1861.

93. The Company claimed \$110 a mile up to October, 1861?

No. The Company claim at the rate of \$110 a mile up to 22nd February, 1861, and since that date they claim such amount as they may shew that the service is properly worth

94. You state in your Memorandum at page 17, that the payments of the English Government to the British Railway Companies had increased since 1854. The Deputy Postmaster General states on the other hand that the average rate has fallen in the United Kingdom from eight pence halfpenny, which was the average rate in 1854, to six pence three farthings in 1862.—Can you speak as to the accuracy of the Deputy Postmaster General's statement?

I am not prepared to state.

95. Are you acquainted with the nature of the service performed for the Post Office by the Railways in the United States, and with the payments made for that service?

Yes.

96. You state at page 23 of your Memorandum, "that, in the United States, the distributing mails are carried upon one train, stopping at each station, and which distributes the mails upon the way in a car specially fitted up for the purpose; that is the only distributing car that is run upon any American Railway; it is only run once each way during the day time, and it is for that service that the rate of payment is made." Does

that appear to you now an accurate representation of the nature of the service performed and of the payment for it?

It does.

97. Has your attention been ever called to the service performed by the New York and New Haven Company? Can you state the amount of service performed by that Company?

No, I cannot.

98. This is one of the roads mentioned in your Memorandum at page 20?

Yes.

99. The paper now produced marked C, is the general form of contract in use in the United States?

It is.

(“ Copy.)

“ UNITED STATES OF AMERICA.

“ CONTRACT FOR RAILROAD MAIL SERVICE.

“ No. 942. \$28,625 per annum.

“ This Article of Contract, made the seventeenth day of October, in the year one thousand eight hundred and sixty-one, between the United States of America (acting in this behalf by their Postmaster General), and the New York and New Haven Railroad Company, by G. B. Carhart, its President, and G. B. Carhart and George N. Miller, as sureties :

“ Witnesseth, that, whereas the said Railroad Company has been accepted, according to law, as Contractor for transporting the Mail on Route No. 942, from New Haven, Connecticut, by West Haven, Milford, Stratford, Bridgeport, Fairfield, Southport, Westport, Sangatuck, Norwalk, South Norwalk, Darien Depôt, Stamford, Mianus, Greenwich, Port Chester, N. Y., Rye Mainaroneck, New Rochelle, East Chester, West Farms, Harlem and Yorkville to New York and back, twice daily, except Sunday, and daily by Railroad, and by Schedule annexed, at twenty-eight thousand six hundred and twenty-five dollars per year, for and during the term commencing the first day of August, in the year one thousand eight hundred and sixty-one, and ending with the thirtieth day of June, in the year one thousand eight hundred and sixty-five. Now, therefore, the said New York and New Haven Railroad Company, as Contractor, and the said G. B. Carhart and George N. Miller, as sureties, do jointly and severally undertake, covenant and agree with the United States, and do bind themselves :—

“ 1st. That the mail (including British, Canada, and other foreign mails) shall be conveyed in a secure and safe manner, free from wet or other injury, in a separate and convenient car, or apartment of a car, suitably fitted up, furnished, warmed and lighted, under direction of the Post Office Department, and to the satisfaction of the Postmaster General, or of his authorized special agent, at the expense of the Contractor, for the assorting and safe-keeping of the mails, and for the exclusive use of the Department and its mail agent, if the Department shall employ such agent; and such agent is to be conveyed free of charge. When there is no agent of the Department, the Railroad Company shall designate a suitable person, upon each train, to be sworn, to receive and take charge of the mails, and of way-bills accompanying and describing them, and duly deliver the same. And the mail shall be taken from, and delivered into the Post Offices at the ends of the route; and also from and into the intermediate offices, provided the latter are not over one-quarter of a mile from a depôt or station.

“ 2nd. That if the Company shall run a regular train of passenger cars more frequently than is required by the contract to carry the mail, the same increased frequency shall be given to the mail, and without increase of compensation, and the like as to the increased speed of the mail trains, if desired by the Postmaster General.

“ 3rd. That the Company shall convey, free of charge, all mail bags and Post Office blanks; and also all accredited special agents of the Department, on exhibition of their credentials.

“ 4th. That the Company shall not, by itself, nor by its agents, transmit, or be con-

cerned in transmitting, commercial intelligence more rapidly than by mail, nor carry out of the mail letters and newspapers which should go by post, except letters in stamped envelopes, and letters of the officers of the Company, exclusively on the business of the road.

"5th. That in every case of failure to perform the trip (unless it is shown that the same was not caused by misconduct, neglect, or want of proper skill), there may be a forfeiture of the pay for the trip; and a failure to arrive at the end of the route, so as to lose the connection with a depending mail, shall be considered as equal to a whole trip lost, unless the detention or delay be the result of unavoidable causes.

"6th. That the Company shall be subject to fine for failure to take or deliver a mail, or any part of a mail; for suffering the mail to be wet or otherwise injured, or lost, or destroyed, unless it shall appear that such failure, or other incident as aforesaid, was not caused by misconduct, neglect, or want of proper skill on the part of the Company or its officers.

"7th. That the Company shall be answerable for the adequacy of the means of transportation; for the faithfulness, ability, and diligence of its agents; and for the safety, due receipt, and delivery, as aforesaid, of the mails.

"8th. That the Postmaster General may dispense with the service entirely, if required by the public interest, he allowing one month's extra pay upon the amount deducted, or he may annul the contract without making such allowance, for repeated failures of the Contractors to perform any of the stipulations of the contract, for violating the Post Office law, or disobeying the instructions of the Department.

"9th. The said *United States* covenant with the said Company to pay, as aforesaid, at the rate aforementioned quarterly, in the months of May, August, November and February, or in the preceding months, at the option of the Department.

"Provided always, that this contract shall, in all its parts, be subject to the terms and requisitions of an Act of Congress, passed the twenty-first day of April, in the year one thousand eight hundred and eight, intituled: 'An Act concerning public contracts.'

"In witness whereof the said Postmaster General has caused the seal of the Post Office Department to be hereto affixed, and has attested the same by his signature; and the said Railroad Company, by its _____ and their sureties, have hereunto set their hands and seals, the day and year set opposite their names respectively.

"Signed, sealed and delivered, by the Postmaster General, in the presence of—

Postmaster General.

"And by the other parties in the presence of—

"I certify that the above-named sufficient sureties for the amount in the foregoing contract.

are good and

Postmaster at

"SCHEDULE.

Leave	Depôt 27th St., New York,	7 o'clock,	A.M.	Arrive at New Haven at	10.20,	A.M.
Leave	" "	8 "	" "	Arrive	" "	10.45 "
Leave	" "	12.15 "	P.M.	Arrive	" "	3.15 P.M.
Leave	" "	3 "	" "	Arrive	" "	5.50 "
Leave	" "	3.50 "	" "	Arrive	" "	7.10 "
Leave	" "	8 "	" "	Arrive	" "	11.10 "

"TRAINS TO NEW YORK.

Leave New Haven at	2.05	A.M.	Arrive at Depôt 27th Street, New York, at	4.50	A.M.	
Leave	" "	6.45 "	Arrive	" "	10.00 "	
Leave	" "	2.05	P.M.	Arrive	" "	4.45 P.M.
Leave	" "	4.30 "	Arrive	" "	7.30 "	
Leave	" "	7.45 "	Arrive	" "	10.25 "	

"The above schedule subject from time to time to such changes as the interest of the Railroad Company and the Post Office Department may require, always preserving connections."

100. The service performed by the New York and New Haven Road, as stated in

that contract, does not agree with the statement in your Memorandum, above referred to—does it?

I think it does.

101. What is the service provided for by that contract?

I think it only provides for a single daily service.

102. You understand that to mean with a distributing car?

Yes.

103. What is provided for by the contract beyond the service with the distributing car?

The carriage of mails in bags by the trains set out in the Schedule, and any other trains that the Company may run.

104. How many trips are mentioned in the Schedule?

Six one way and five the other.

105. Do you understand that the Railway Company is bound to run all those trains, as stated in the Schedule, until altered by consent of the Post Office Department?

I do not.

106. Do you consider the Company bound under that contract to run the six trains one way and five the other at some hours of the day?

I do not.

107. Do you consider the Company bound to carry mails by all their trains?

Yes.

108. Have you any idea what proportion of the mails going by the New York and New Haven Railway are carried by the distributing car?

I have not.

109. It is stated by the Deputy Postmaster General that the mails by the distributing car would form an insignificant portion of the whole mail, probably not more than 5 or 10 per cent.—can you say whether that is correct?

I cannot, but I should think it unlikely; for the reason that the distributing car can carry and does carry through bags as well as local bags, as is the case on the Grand Trunk.

110. Have you any idea of the weight of the mails carried over the New York Central Road?

I don't know.

111. Can you give the Commissioners any approximation as to the weight?

I cannot, indeed; I do not know anything about it.

112. Do you know the car accommodation furnished to the Post Office Department by the New York Central?

It is a portion of the baggage car.

113. Do you mean that, from enquiry made, you are able to state that the accommodation given is a portion of the baggage car?

I have seen several cars on the New York Central carrying mails, a portion of which is used for mail matter and a portion for other purposes. I believe they have some cars which are solely mail cars, but in which the Company very frequently put other things.

114. The enquiry is whether the distributing car does not consist of an entire car and not a portion of a car?

With reference to my previous answer, I state that all the distributing cars on the New York Central do not consist of an entire car. There are many that do not.

115. What is the weight of the mail passing along that road?

I have no idea.

116. You have no idea then of the proportion of the mail carried by the distributing car?

No.

117. It is stated by the Deputy Postmaster General that the mails sent by the distributing car constitute generally but an insignificant portion of the whole mail matter, being composed altogether of local mails. Are you able to state whether that is correct?

It is incorrect as a matter of fact. I can state from my own personal knowledge that the train run by the Grand Trunk Railway between Island Pond and Portland, and which is the only passenger train upon the road, carries, in the distributing car, the whole of the mails—both through and local.

118. Can you state, from your own knowledge, what the course is upon other railways in the United States?

It varies according to the circumstances of each Company. On those lines where only a limited number of trains is run the practice is the same as I have already stated; on those lines where a large passenger traffic exists and more trains are, therefore, run, the majority of through bags are carried, I have no doubt, upon those trains upon which a distributing car is not run.

119. Would you say then that the payment made to the New York Central is a payment made for the service it performs with a distributing car, altogether or mainly?

I consider and believe that on the New York Central, and all other Railways in the United States, the distributing car service is the foundation and basis of the payment.

120. That is not an answer to the question. Your Memorandum states, that "the distributing mails are carried upon one train which distributes the mails upon the way, that is the only distributing car run upon any American Railway, it is only run once each way during the day time, and it is for that service that the rate of payment is made."—Is that correct?

I consider it so.

121. Your Memorandum states that the trains with distributing cars are run during the day time;—does that mean that none of the service is performed during the night?

None of the distributing mail service.

122. Are there not trains with distributing cars run through from Albany to Chicago and further west?

No, there are not.

123. You mean to say then, that in no case the distributing car service is performed at night?

I do.

124. The distributing car service is not continuous; it rests during the night, and is performed wholly by day?

Yes.

125. By what route did the main mail go between New York and Chicago, prior to the late passport order?

It was divided. The larger portion went by other roads, but a considerable portion (though not considerable comparatively) went over the Great Western, of Canada.

126. What amount of accommodation did the United States Post Office receive for that service from the Great Western?

The carriage of closed bags in the baggage car with the baggage of through passengers.

127. Had not the United States Post Office a separate compartment for the carriage of their mail bags?

No.

128. Do you know the average weight of mail passing over the Great Western?

I do not.

129. Can you give any approximation to the weight?

I cannot.

130. Was there any definite space assigned to the Post Office for the carriage of the mail bags?

No.

131. What is paid to the Great Western for the carriage of the United States mails from Suspension Bridge to Detroit?

Fifty dollars a mile, and the payment has always been made at that rate. The reason why the Great Western Company carried these mails is because they thought it would be an excellent advertisement for their line as a route for through American passengers; this was considered of such great importance that, when the arrangement was made, the company would have been quite prepared to carry these mails for nothing, rather than not be able to advertise their line as a United States mail route.

132. The mail between Detroit and Chicago is considerable, is it not?

It is.

(*Examination of Mr. Brydges resumed.—25th February, 1865.*)

133. With reference to your answers to questions 118 and 119, there is, I apprehend, some confusion in the use of the word "distributing car;" in Canada the word "distributing car" means the travelling Post Office, but in the United States the word "distributing car" applies more correctly, does it not, to the cars from which closed bags are distributed?

I do not so understand it; on the leading American lines they have cars similar in their general arrangement to those on the Canada lines.

134. Do you mean to say that that is universally or even generally so?

I understand it to be generally so.

135. Then in your answer to question 119, when you say: "I consider and believe that on the New York Central and all other Railways in the United States, the distributing car service is the foundation and basis of the payment," you meant to say that the service with the travelling Post Office is the foundation of the payment?

Yes.

136. In your answer to question 80, you said: "I had no discussions, interviews or correspondence with the Post Office Department, with reference to there being any intention to fix rates of payment in September, 1858, and no intimation of any order having been passed upon the subject at all was ever communicated to me, up to the time that I left the service of that Company in the beginning of 1862;" Mr. Griffin informs me that he is very clear that you were informed prior to the 18th September, 1858, that the rate to be paid was under the consideration of the Governor in Council, and that you were informed that an Order in Council had passed, shortly after it did pass, and certainly long prior to 1862. Can you, upon reflection, state whether that is not so?

I state distinctly that I have no recollection whatever of having been informed that the matter was to be settled in September, 1858. I am equally clear that the terms of that Order were never communicated to me, nor to the Great Western Company prior to my leaving its service. I am speaking of course from memory, not having had access to the documents of the Great Western Company. I see in the case of the Great Western Company, dated the 16th of February, that on the 19th November, 1858, Mr. Griffin wrote to say that an Order had been passed and promised to communicate its contents, but he never did so; it was therefore presumed that the Order had not been finally determined upon, from the fact that nothing further had been communicated upon the subject.

137. Did not Mr. Griffin, on the 22nd July, 1857, write to you a letter of which the one now handed to you and marked D is a copy?—

"Copy D.

"POST OFFICE DEPARTMENT.

"Toronto, 22nd July, 1857.

"SIR,—In reply to your reference to the question of the terms of settlement for mail service between this Department and the Great Western Railway in connection with the adjustment of your account with the Post Office Department of the United States, I beg to say that though in consequence of no formal decision on the point having yet been made by the Governor in Council for the guidance of this Department under the provisions of the Law, the Postmaster General is not prepared to name the precise sum which will finally be paid to the Great Western Railway for mail service—the rate will certainly not be less than fifty dollars per mile of Railway per annum, indeed the amount already paid on account in anticipation of the final settlement is equivalent to a rate of between thirty-five and forty dollars a mile, and a further payment will shortly be made raising the provisional rate of payment to nearly fifty dollars a mile.

"I am, &c.,

"(Signed),

W. H. GRIFFIN.

"C. J. Brydges, Esquire,

"Managing Director,

"Great Western Railway."

I believe it to be a true copy, and that I received the original. This letter has reference to an application which I made to Mr. Griffin, for the purpose of getting a certificate from him, or the Postmaster General, to enable the Great Western Company to get payment for the conveyance of mails, from the United States Post Office Department. The arrangement with the latter was that they should pay the Great Western Company \$50 a

mile, provided the Canadian Post Office Department paid at least as high as that rate; and this letter had reference to my application to Mr. Griffin to get such a certificate as would enable me to get paid at Washington.

138. Have you a recollection of receiving the letter of which Mr. Swinyard speaks in his case, dated the 19th November, 1858?

I have no doubt I did.

139. Is the letter now handed to you, dated 25th November, 1858, and marked E, your reply?

" GREAT WESTERN RAILWAY,
Managing Director's Office,
Hamilton, Canada West, 25th November, 1858.

" MY DEAR SIR,—You are quite right about the New York trains. The only through trains from Suspension Bridge will run from our early morning train, leaving Windsor the evening before, and our Day Express.

" I hope the Post Office rate is one which we can accept. The charge we have hitherto made is much below what is paid by the American Post Office to their railways, and a strong effort is being made to have the rate increased, as it is proved to be unremunerative to the railways.

" I am, my dear Sir,

" Yours very truly,

" W. H. Griffin, Esquire."

Yes, this is my writing.

140. Do you recollect that prior to the 29th February, 1860, you applied to the Post Office Department for a certificate that \$70 per mile had been fixed by the Governor in Council, as the rate to be paid to the Great Western Company?

I have no recollection of making such an application. I have no doubt that I did apply for a certificate from the Canadian Post Office Department, as in 1857, but I have no recollection of the terms of the application.

141. Did you in fact receive a certificate, dated 29th February, 1860, stating that \$70 per mile had been fixed by an Order of the Governor in Council?

I have no doubt I received a certificate which was sufficient to enable me to get paid by the United States Post Office Department, but what the terms of that certificate were I am not prepared to say.

142. Will you look at the paper now produced to you and marked F, and say whether you have any recollection of receiving that certificate?

" GENERAL POST OFFICE DEPARTMENT,
" Quebec, 29th February, 1860.

" I hereby certify that an Order in Council has been passed, authorizing the payment of ^{seventy} ~~fifty~~ dollars per mile to the Great Western Railway Company of Canada, by this Department, for the carriage of Her Majesty's Mails over the said line of Railway, and that such sum at least will be continued, as the allowance per mile to said Railway for the performance of said service.

" SIDNEY SMITH,
" Postmaster General."

[*Endorsed in pencil: Returned by Mr. Brydges to have certificate slightly altered in terms.*]

I must have received it; there is my writing upon it.

143. You subsequently obtained a certificate of that date, the terms of which were dictated by yourself, which was in fact a copy of the paper just put in, with the exception of the alteration of the word " fifty " to " seventy " ?

The certificate, as I have already explained, was in reference to payments from the United States Department. If it was made out as originally shown here at \$50 per mile, it certainly was not a correct statement of the Order in Council, which appears to have been passed in September, 1858, and from the concluding terms of the certificate, where it says, " at least that sum will be continued," it certainly does not convey to me now, as I am sure it did not at the time I received it, the idea that the rate had been finally fixed by the Governor in Council.

144. No other Order in Council as to postal rates was in fact passed until August, 1863?

So it appears.

145. You place some reliance, in your Memorandum, at page 18, on the expense of working the road here, owing to the severity of the climate. The main item of the expense is the breakage of the rails, is it not?

It is an item, but not the principal. But if it is meant to include in the question the consequent damage, it is a material item.

146. You speak somewhere of 10 miles of Railway having to be renewed from breakage of rails, do you not?

In one winter there was that extent.

147. Can you state the amount of the total expense from the breakage of rails, and the consequent damage during that winter.

The renewals of rails during the last three years have amounted to a total length of upwards of 350 miles, or an average of about 117 miles a year. During the winter of 1862, 300 cars were thrown off the track by the broken rails. The cost of repairs of engines and cars during the year 1862, amounted in round figures to \$615,000. The Superintendent of that Department estimates that $\frac{2}{3}$ of that cost is due to the damages occasioned during the winter. If that estimate is correct, the climate of Canada entails upon the Company, for the repairs of engines and cars, a sum of somewhere about \$400,000 a year.

148. How long had the rails been laid upon the road at that time?

It varied.

149. Where did those accidents occur principally?

They occur all over the line between Toronto and Portland. I think it is greater as we come East.

150. In 1861, Mr. Shanly states the casualties which occurred between January and April, 1861, on the Central District, as follows:—

STATEMENT of Casualties to Trains, through breaking of Rails, in Central Districts, between 1st January and 4th April, 1861.

Date of Accident.	Number and Character of Train.	Place of Accident.	No. of Cars thrown off and damaged.
January..... 12th	No. 8 Freight Train.....	Near Newtonville...	3
do do	10 do	Cedars.....	5
February..... 12th	2 do	Napanee.....	2
do 15th	6 do	Newtonville..	5
do 28th	9 do	Cornwall.....	1
March..... 7th	7 do	Lancaster.....	2
do do	1 do	Lansdowne...	2
do do	3 do	Aultville.....	1
do do	3 & 11 do	Waterloo.....	12
do 8th	7 do	R. Beaudette.	6
do do	4 do	Pointe Claire.	4
do do	7 do	Cobourg.....	3
do 11th	8 do	Lyn.....	7
do 14th	3 do	Malorytown..	3
do 17th	5 do	Vaudreuil....	9
do 27th	6 do	Lancaster....	6
do 29th	12 do	Pointe Claire.	4
do 30th	20 do	Bath Road....	3
April..... 4th	Wood Train.....	St. Anne.....	2

20 Trains interrupted. Total Cars Damaged. 80

Do you think there would be during that year an equal amount on the other districts of the road?

In the years 1861 and 1862, there were a great number of accidents on that district.

151. Can you state how long at that time the rails on that district had been laid?

The line was opened from Montreal to Brockville in November, 1855, and from Brockville to Toronto, in October, 1856.

152. The rails on that section had then been laid five or six years?

Partly five and partly six.

153. Do you not think the breakages attributable rather to defect in the rails than to severity of climate?

I do not think the form of rail originally used on the Grand Trunk was a good one, and I believe that fact increased the breakages, but no iron rail, in my opinion, will stand well in this climate, and will not be liable to breakage. We find that rails, of the new form and better manufacture, that we are now using, do break, and in an increasing proportion with their age, though not to the same extent as the rails originally laid. We are so satisfied of this fact that we are experimenting now the use of iron rails and steel heads.

154. The question was whether the breakage was not attributable rather to defect in the iron and manufacture than to the climate?

If you put that as an abstract question, I say—no.

155. Was not the iron inferior, and the manufacture bad, of the rails originally laid down?

I cannot call them bad rails: I have seen them much better and much worse.

155a. Mr. Cooke, before Mr. Langton's commission, being asked, "what is the quality of the iron; is this the principal cause of the rapid wearing out?" answered, "I have all along reported that the iron is of bad quality; it is very inferior to the iron on the Western section;"—is that correct?

I think the iron on the Western section is better, but I cannot say that that of the Central section was bad.

156. Mr. Cooke at that period was an engineer employed by the Grand Trunk Company on the Central Division?

He was an engineer on some section between Montreal and Toronto, but I cannot say which.

157. Mr. Gustin is the Superintendent of the Toronto rolling-mill, where the rails of the Grand Trunk Company are re-rolled, and has a good opportunity of becoming acquainted with the quality of the iron?

Yes.

158. He says: "I have examined the rails furnished by the Grand Trunk Railway Company sent here for re-rolling, they vary in quality very much, I think they would not average equal to medium quality,"—do you think that correct?

I think Mr. Gustin has rather understated the general quality of the rails.

159. What is the average life of a rail in England?

They vary with the different roads and with the amount of the traffic.

160. What was the weight per yard of the rails laid down in the Grand Trunk line?

About 63 pounds.

161. Are you acquainted with the South-Western of England, is not that a heavily worked road?—can you give us an idea of the average life of the rails on that road?

I have not known anything of that road, personally, for the last 12 years.

162. It is stated in Mr. Colburn's book, that "Mr. Strapp, the engineer of the London and South-Western, was offered in December, 1857, new rails, delivered in London, at \$29 28 a ton, while within 24 hours afterwards he was offered \$26.20 a ton for the old rails he had taken up after 19 years' wear,"—do you think that a tolerably accurate idea of the wearing of the rails on that road?

I should consider that about double the life of the rails on that line at the present time.

163. The same writer, at page 87, states: "The durability of rails, under a given service, is almost entirely a matter of quality, and the results of the wear of any make of rail can only apply to other rails of the same quality. Many of the rails put down on

English lines in 1837, have worn twenty years. This has been the case on the London and North Western, Lancashire and Preston, Preston and Wyre, Derby and Birmingham, and on the London and South-Western Railways. The iron in the Great Northern line has stood seven years (with 44 trains each way daily.) That of the London, Brighton and South Coast (a very heavily worked line) was laid 15 years ago. Renewal was commenced 3 years ago, and is not completed. In 1848, the Directors of the London and North Western line, after a careful investigation, estimated the duration of their iron at 20 years. The iron of many English lines has stood from 12 to 16 years. On the other hand, heavy iron has gone to pieces in 1, 2 and 3 years, where existing iron had been run for 12 years." —Does that agree with your experience?

I think that is not the experience of the present day; there is no doubt that the first rails made were of a better quality than any that have since been manufactured; the practice in England now is to increase and not decrease the weight of rails, contrary to the statements made in the book to which you have referred.

164. I find it stated in Mr. Langton's book, at page 105, by Mr. Maguire, road-master of the Montreal and Champlain Railroad, that on that road, during the year 1859-60, only five rails had been broken, although the rails had been then laid seven or eight years;—how is that now?

The circumstances of the two railways are entirely different. The Montreal and Champlain line is a straight level road without any heavy grades, cuttings or embankments. The traffic upon it has been exceedingly light, not more than 3 trains a day, all of a light character, and run at a comparatively low rate of speed. All these facts are entirely different on the Grand Trunk.

165. What is the average rate of speed on the Montreal and Champlain Railroad?*

About 17 miles an hour, including stoppages. Since the date of Mr. Maguire's evidence, considerable renewals of the iron have taken place, and the number of broken rails is increased.

166. When did the renewals you speak of take place?

They have been going on for the last three years.

167. How long has the Grand Trunk Company been working the road?

For more than a year

168. Can you state the average amount of renewals for the two years before you took possession?

The renewals have amounted to four or five miles a year. Last year we renewed five miles of rails.

169. Is not the injury to the rails ordinarily produced by the passage of the engine?

Yes.

170. Are not the engines of passenger trains likely to produce such an injury, rather than the engines of freight trains?

I do not know that there is much difference. The passenger engines run fastest, but the freight engines are heavier.

171. Is not the weight of the passenger engines thrown upon the driving-wheels, and that of the freight engines distributed over six wheels?

No; they are all alike here in that respect.

172. Can you give us the excess of cost of passenger over freight trains?

There are more men employed upon a passenger train than a freight train, and they are paid at a higher rate of pay.

173. Can you state the difference of operating expenses between freight and passenger business?

We have not kept our accounts so as to show that, and I am not prepared to answer the question.

174. Assuming the trains to run at the same speed, the operating expenses would be in proportion to the weights?

Yes, with this difference, that the carriages employed in passenger trains are more costly, both in first cost and repairs, than the cars used in freight trains.

175. Messrs. Holley and Colburn state that if the speed of the passenger train be doubled, forty per cent. must be added to the weight of the passenger trains to render the

operating expenses between the passenger and freight trains in proportion to their weight, —is that correct?

It does not agree with statements made on that subject by English engineers. I should think 50 per cent. to be nearer, that is 50 per cent. would be the extra cost for carrying the same weight at double speed.

176. Would you produce your original contract between the Express Company and the Grand Trunk Company.

The paper now produced is a copy of the only contract between the Grand Trunk Company and any Express Company, that I know of. This contract is not now in existence, having expired by the Express Company having been dissolved on the first of January last. We having given notice to the Company that we would not continue the contract, the question of any new contract is now entirely open.

“ AGREEMENT between the Grand Trunk Railway Company and the British and American Express Company.

“ Be it remembered, that on the twenty-second day of the month of May, in the year of our Lord one thousand eight hundred and sixty-one, in the presence of the undersigned Notaries Public—duly commissioned and sworn in and for that part of the Province of Canada, heretofore constituting the Province of Lower Canada, residing in the city of Montreal in the said part of the said Province,—the Grand Trunk Railway Company of Canada, hereto duly represented and acting by Walter Shanly, of the City of Montreal aforesaid, the General Manager, duly authorized for all and every the purposes hereof, by Resolution of the Board of Directors of the said Company, held at Quebec, on the fourth day of April last past, a certified copy whereof is hereto attached, of the first part, and the British and American Express Company, herein acting, and hereto represented by Benjamin S. Cheney, of the city of Boston, in the State of Massachusetts, one of the United States of America, Forwarder, Ebenezer H. Virgil, of Troy, in the State of New York, one of the said United States of America, also Forwarder, and Joseph W. Howes, forming the Executive Committee of the said British and American Express Company, and as such duly authorized by the by-laws of the said Company, for all and every the purposes hereof, of the second part, have covenanted and agreed, and by these presents do covenant and agree to and with each other in the form and manner following, that is to say :

“ 1. The said, the Grand Trunk Railway of Canada, doth hereby give and grant to the said British and American Express Company, for the space and term of five years, commencing on the first day of the month of May, one thousand eight hundred and sixty-one, and ending on the thirtieth day of April, one thousand eight hundred and sixty-six, the privilege of conducting the Express business over the whole of the lines of the Grand Trunk Railway of Canada, with the only exception of that part of the said line from Chaudière Junction to Rivière du Loup.

“ 2. The said British and American Express Company promise, undertake, and agree to pay to the said the Grand Trunk Railway Company of Canada, in and by equal and consecutive quarterly payments, to be respectively made on the first day of the months of May, August, November, and February, in each year, the following toll per mile per annum, on the mileage of 971 miles (nine hundred and seventy-one miles), at the following rates per annum, viz :

“ For the first year, eleven dollars and fifty cents per mile.

“ For the second year, thirteen dollars per mile.

“ For the third year, fourteen dollars and fifty cents per mile.

“ For the fourth year, sixteen dollars per mile.

“ For the fifth year, sixteen dollars and fifty cents per mile.

“ And for the conveyance of all goods, parcels, and packages, carried by them over the said lines, they the said British and American Express Company, undertake, promise, and agree to pay to the said The Grand Trunk Railway Company of Canada, the rates, fixed and contained in the tariff, annexed to this Agreement, marked A, signed by the said parties, and us, the said Notaries, *ne varietur*.

“ The accounts between the said parties, for the conveyance of all said goods, parcels, and packages, shall be settled, and paid, once every three months,

"3. The said British and American Express Company, are to be allowed a compartment in the Baggage or Post Office car, not exceeding twelve feet in length, by the height and width of the car, on one accommodation car, each way, or oftener, if the Grand Trunk should run more than one passenger train daily (Sundays excepted), and to carry goods therein, not exceeding five thousand pounds in weight, but in case of emergency, they will be allowed to carry a further weight or amount of five thousand pounds provided there be room for the same in the part of the baggage car used by the said Grand Trunk Railway Company of Canada.

"4. The said British and American Express Company, are to be allowed to send two officers free, to attend to the Express business, by each train, but it is well understood and agreed, by and between the said parties, that the Express Messengers and other persons connected with the said Express Company, travelling free by any one of the Trains of the said Grand Trunk Railway Company of Canada, are carried at their own risk, and the said British and American Express Company, expressly bind and oblige themselves, to guarantee the said The Grand Trunk Railway Company of Canada, against, and keep them free, and harmless, of and from all claims and demands, and actions for damage, for injuries sustained by those officers and employés, by accident or otherwise.

"5. The said The Grand Trunk Railway Company of Canada, shall provide a suitable room and accommodation in one of their offices for the use of the said British and American Express Company at the terminal stations of the said Railway Company.

"6. The said British and American Express Company, shall be bound, and they promise and undertake, to dismiss on the first demand of the party of the first part, acting by their manager, any one of their servants, misconducting themselves, while on the trains, or at stations.

"7. The said The Grand Trunk Railway Company of Canada, shall not be responsible for any claims, made upon the said British and American Express Company, in consequence of accidents to the trains or otherwise; the said British and American Express Company assuming and taking upon themselves, the whole of the risk, and binding and obliging themselves to keep the said Grand Trunk Railway Company of Canada free and harmless of and from all said claims and demands in relation thereto.

"8. The said British and American Express Company undertake, promise, and agree to deliver to the Agents of the said Grand Trunk Railway Company of Canada, at every station where goods are received or placed on the train for conveyance, a daily report of the number of packages, goods, and parcels, and the weight of the same.

"9. And it is an express condition of the presents, that the Agents of the said British and American Express Company shall not interfere in any way with passengers' baggage, or with articles carried by the Grand Trunk Railway Company of Canada, as extra baggage; but as it is not the desire of the last named Company to encourage the transmission of freight by passenger trains, under the denomination of baggage, the said Company agree to give instructions to station-agents and baggage-masters, defining the extent to which they are to be allowed to use their discretion in such matters as set forth in Circular dated this day, a copy whereof marked B. is hereto attached.

"10. And the said, The Grand Trunk Railway Company of Canada, undertake that they will not enter into any contract with any other express company, to take effect during the existence of the present contract.

"11. And it is an express condition of these presents, that should the said British and American Express Company fail to fulfil and perform any one of the covenants and agreements by them entered into under and by virtue of these presents, or fail to make any one of the above-mentioned payments, at the time and in the manner limited for such payment, then it will be optional with them, the said Grand Trunk Railway Company of Canada, to bring these presents to an immediate close and termination, by a simple notice to that effect given in writing to the said British and American Express Company at their office in Montreal, or through the post office addressed to their office at Kingston, as the said the Grand Trunk Railway Company of Canada may think proper.

"Thus done and passed at the said city of Montreal, in the office of T. Doucet, one

of the undersigned notaries, on the day, month, and year first above written under the number sixteen thousand, two hundred and eighty-one, and the parties have signed with us, the said notaries, these presents having been first duly read in their presence and the seals of the said respective companies being hereto attached.

“The Grand Trunk Railway Company of Canada.

[L.S.] (Signed,) J. ELLIOT, By (Signed,) W. SHANLY,
 Sec. & Treas. Manager.

“British and American Express Company.

[L.S.] By (Signed,) B. P. CHENEY, JAS. SMITH, N.P.
 E. P. VIRGIL, T. DOUCET, N.P.
 J. W. HOWES,

“A true copy of the original remaining on record in my office.

(Signed,) T. DOUCET, N.P.

“A.

“GRAND TRUNK RAILWAY.

“Tariff of Rates of Freight to be charged to the British and American Express Company.

Distances.	Rates. \$ 100 lbs. 1st class.	Rates. \$ 100 lbs. Special class.	Distances.	Rates. \$ 100 lbs. 1st class.	Rates. \$ 100 lbs. Special class.
Miles.	Cents.	Cents.	Miles.	Cents.	Cents.
20 and under.....	15	12	201 to 220.....	73	42
21 to 30.....	20	15	221 to 240.....	76	44
31 to 40.....	25	18	241 to 260.....	79	46
41 to 50.....	30	20	261 to 280.....	82	48
51 to 60.....	33	22	281 to 300.....	85	50
61 to 70.....	36	24	301 to 325.....	88	52
71 to 80.....	38	26	326 to 350.....	90	54
81 to 90.....	40	28	351 to 375.....	95	57
91 to 100.....	42	30	376 to 400.....	100	60
101 to 110.....	44	31	401 to 450.....	110	65
111 to 120.....	46	32	451 to 500.....	120	70
121 to 130.....	49	33	501 to 550.....	130	75
131 to 140.....	52	34	551 to 600.....	140	80
141 to 150.....	55	35	601 to 650.....	150	85
151 to 160.....	58	36	651 to 700.....	160	90
161 to 170.....	61	37	701 to 750.....	170	92
171 to 180.....	64	38	751 to 800.....	180	95
181 to 190.....	67	39	801 to 850.....	190	98
191 to 200.....	70	40	851 to 900.....	200	100

"SPECIAL CLASS.

"Apples,	Eggs,	Mineral Waters,	Poultry,
Ale,	Fish,	Oranges,]	Pears,
Butter,	Fruit,	Oysters,	Soap,
Beer,	Game,	Porter,	Soda Water,
Cider,	Lemons,	Potatoes,	Vegetables,
Candles,	Meats (fresh),	Peaches,	Wines.
Cheese,			

"In cases where the Grand Trunk Railway Company reduce their regular local tariff to meet competition, as in summer between Quebec, Montreal, Toronto, &c., the Express Company are to have a corresponding reduction from the above scale of rates, so far as such particular points of competition are concerned.

"This is the tariff of rates marked A, referred to in the Contract between the Grand Trunk Railway Company of Canada and the British and American Express Company, passed before T. Doucet and his colleague, Notaries, this twenty-second day of May, one thousand eight hundred and sixty-one.

"(Signed,)

W. SHANLY,
B. P. CHENEY,
E. H. VIRGIL,
J. W. HOWES,
JAS. SMITH, N. P.,
T. DOUCET, N. P.

"A true copy.

"(Signed,) T. DOUCET, N. P."

177. Is the British and American the only Express Company with which you have or have had any contract?

Yes, and the association expired on the first of January last.

178. Have you not been carrying Express matter over the road since January?

Yes, but upon terms to be subsequently arranged, not upon the terms of the old contract.

179. A contract is spoken of in Mr. Langton's report at page 70, anterior, I would presume, to the one now produced?

I have never seen any other, but I will enquire.

(Examination of Mr. Brydges resumed.—27th February, 1865.)

180. Can you now produce a table of the present service west of Toronto?

I cannot state what the service was prior to the late alterations in consequence of the passport system.

181. The average weight of the Post Office cars, as stated in Blue-book No. 1, is 30,248 lbs.;—is that still the average weight?

The weight remains about the same.

182. What is the average cost of one of the Post Office cars?

The average cost is about \$2,000, that is, the cost of the whole car, of which the Post Office takes a part.

183. Is not the price to be paid for carriage accommodation by the Post Office in England reduced to pretty nearly an accurate figure?

I am not aware of it.

184. Major Harness, in speaking of this subject, says: "The carriage was easily determined, at least latterly. There was an agreement between a large number of Companies, by which they paid for the use of each others' carriages, and I think I am right in saying that it was either 1d. or ½d. a mile for the first class, ½d. for the second, and ¼d. for waggons and trucks. That agreement I made the basis of my value of the sum to be charged to the Post Office for the use of the carriage. It was understood, and constantly admitted to me, that the charges had been fixed at a high rate by the Railway Companies, in order that their carriages might have a tendency to remain on their own lines, and that

it should not be the interest of one Company to use the carriages of another; there was no possible injustice to the Railway Company in taking those figures."—Does that seem to you to be a just computation?

I do not think it applies in the case of the Post Office at all. I do not think it a just mode, and I will tell you why:—The rates mentioned by Major Harness are rates fixed upon between two or more Companies whose carriages, for their own convenience, pass over each others' lines, in order to avoid the expense and delay at the junction; each Company, on the average, sends about an equal number of carriages off its own line, and therefore the charge for the use of carriages is, practically, about balanced and they are benefited by the arrangement to the extent of the cost of transhipment. No Company would lend its carriages to a stranger, or to the public, at such prices as Major Harness mentions.

185. Major Harness states the prices named as high for the service,—you do not agree with him?

I do not agree with that; for instance, he mentions a farthing a mile for trucks; such rates will not more than cover the cost of repairs and running of the trucks, without allowing anything for interest upon cost or use of the vehicles.

186. What is the average cost of your passenger cars?

The average cost of our first class cars is about \$3,000.

187. Have you not some arrangements by which first class cars are interchanged and allowed to go along other lines?

There is no such arrangement.

188. Have you procured the tariff which should have been annexed to the Express Contract?

I have not, I telegraphed for it and hope to receive it in the course of the day.

189. Your foreign freight, say from Detroit to Portland, is carried at rates different from those specified in your tariffs,—is it not?

Yes; the tariffs I gave you are local tariffs for Canada.

190. The tariff on foreign freight varies very frequently,—does it not?

Continually.

191. And is considerably lower than your local tariff?

Sometimes so, sometimes not.

192. Upon what principle is it that the tariff upon foreign freight is lower than upon local freight?

Through freight comes to the Company in large quantities, by train loads at a time, which go through from end to end undisturbed. The cost of working the intermediate stations is not materially affected by the running of the through trains. The local stations have all to be maintained for the local business; the freight comes to those stations in small quantities, and it takes the business of a number of those stations to make up a train load. The result is, that a local freight train which arrives fully loaded at its destination, has not in fact had an average of half the load for the distance the train has run.

193. Mr. Walter Shanly was Manager of the Grand Trunk Railway in 1860,—was he not?

He was.

194. When was he appointed and how long did he continue?

I cannot speak accurately; I think he was altogether Manager for three or four years.

195. In answer to question 177, put to him by the Commission of which Mr. Langton was Chairman, Mr. Shanly says:

"The freight tariffs are not made up at a uniform rate, per mile, all over, the mileage rate diminishing as the distance increases. Small loads carried short distances, must ever be charged higher in proportion than large loads carried long distances; and local traffic must always be charged higher, mile for mile, than through traffic, because the expenses attending the former are very much higher than those attending the latter. The greater expenses of doing local business, as compared with through, are to be found in the smaller amount of useful service performed by the engines: in the expense of maintaining the way stations, warehouses, &c., with their staff of agents, porters, switchmen, &c., for booking and handling the goods and attending to the shunting of trains. The interest on the first cost of the stations and their sidings is also to be counted against the way traffic. The

lighting, fuel and taxes form further and not inconsiderable items in the expense. As regards the effective service performed by the engines of local trains, it is, of course, less, mile for mile, than that performed by those of through trains, which start with a full load, while the way engine frequently sets out with but two or three cars, or sometimes none at all, and has to pick up its load as it goes, doing more or less shunting at every station where a car or two, or perhaps no more than half a car load, may be awaiting it."

That is a tolerably accurate statement of the question between foreign and local traffic—is it not?

I think it is, and agrees with my answer.

196. Can you state whether the rate of freight on foreign traffic has varied since Mr. Shanly gave his evidence?

It has varied very much, it depends upon the rate charged by other lines.

197. What is about the present rate for freight, per ton, between Detroit and Portland?

At the present time it is rather over 2 cents per mile.

198. At the time Mr. Shanly was examined, he stated it to be 1½ cents, per ton, per mile, between Detroit and Portland?

Frequently, in summer, it is less than a cent per mile.

199. In question 32, before the Committee of the House of Assembly, in 1860, Mr. Shanly is asked: "Could you make money carrying freight 846 miles for fifty cents per 100 lbs.?" to which he replies: "Yes, I am willing to take the through freight at that rate,"—Do you consider that would pay?

Yes, in large quantities.

200. In the course of his remarks, in appendix 14 to Mr. Langton's report, Mr. Shanly says: "I have already mentioned that of 'through' or 'foreign' freight business we are doing but little at present: just enough to keep alive the connection with our far-western customers. The amount of that class of traffic now offering is very large, and at rates which, comparing the cost of carrying it with the necessarily greater cost of doing local business, are, to the full, as good as the larger proportion of our local freight has been yielding us."—Do you concur in the justice of that observation?

Yes, if it comes to us in sufficient quantities to make full train loads.

201. What do you consider a paying rate now, for local freight?

Two cents per ton a mile will leave a profit for a distance not less than two hundred miles.

202. Do you think then that the rate spoken of by Mr. Shanly, in his answer to question 32 above referred to, would pay as well or better than the local rates you charge at present?

Yes, provided it came in large quantities.

203. That is owing, I suppose, to the various expenses attending local business to which you have before referred?

Yes.

204. The Post Office claims that a considerable reduction should be made to it in consequence of the continuity of the service.—Do you admit the justice of that?

Only to a very limited extent.

205. In the Post Office service the same space is always required both ways.—Should not such a service be performed at a less rate than is paid by a casual customer?

The object in fixing rates is, whilst securing, of course, a profit, to induce as large a quantity to come upon the line as possible. In the case of the Post Office, the quantity or space is absolutely fixed, and the rate paid is a fixed one also, no matter what use is made of the space. In the case of passenger fares, return or season tickets are issued for the purpose of inducing a larger number of journeys on the part of those purchasing such tickets. The Railway Company, by such arrangements, increases the aggregate receipts of its trains and therefore the net profit earned by them. But in the case of the Post Office, the Post Office themselves get the benefit, only, of the increased quantity of what is put in the space they occupy.

206. I think it is conceded uniformly in England, that the uniformity and constancy of the service ought to lead to a considerable reduction in the price?

I have already said that I think that the continuity of service ought to entitle the Post Office to a reduction, but I do not think it should be a large one.

207. I see that Captain Huish, in the book you were so good as to lend me, makes a reduction of one half, in the Caledonian Company's case, on account of continuity of service?

I see, on referring to Captain Huish's statement, that he makes the following remarks: "To our best customers, those who pay us very large sums per annum, we hardly make a difference in practice in the rates as charged to themselves and to the smaller consignee, and the trade of some of them is greater and quite as constant, and far less costly in working, as that brought by the General Post Office, but all Railway Managers are anxious to meet an enterprise possessing a national character in a liberal spirit, and it is out of this consideration that the Caledonian Company concur in my now suggesting that in consideration of this 'constancy' of service, one half of the above sum shall be further deducted, reducing thereby the sum of 7s. 10½d. to 3s. 11½d. per mile." I agree in the reasoning of Captain Huish, but with every desire to meet the Post Office Department in the most liberal way, I cannot concur in the conclusion at which he arrived. The Parliament of Canada has decided that all parties using the Railway shall be charged alike, of course that decision if it is good for the public is good in the case of the Post Office; as a matter of fact Railway Companies do not vary their rates to those who ship large or small quantities of freight.

208. I find that newspaper packages, which are sent in the same quantity daily, are charged at half price, in consequence of the uniformity and constancy of the service,—is not that so?

The Grand Trunk Company do not carry any newspaper packages at all.

209. I find Sir Rowland Hill, in his answer to question 1782, before the Committee of 1854, says: "Taking into account that the service is a daily one, I am not sure, if we paid the same sum that the public pays for a single parcel, that we should not in some instances pay more than we now do; but if the Post Office paid no more than the public is accustomed to pay for a service recurring regularly every day, then we should pay very much less. I may mention as an illustration, that one of the cheapest mails we have is one that was arranged with the Great Northern Company, under which arrangement we actually paid for our bags at the ordinary parcel rates the full rates which any one would pay for sending a single parcel, and though we save the company the whole cost of the delivery of those bags, and pay the full rate upon each, it is a very economical mail; I know that persons sending newspaper parcels daily, pay upon some lines, upon the London and North Western for instance, one half of the usual parcel rates, and we should be very glad to be put upon the same footing; of course I speak of the ordinary trains; where we prescribe the hour of the train it is quite right that we should pay for the restriction."—What do you say to that?

I cannot say what the rate charged for newspaper packages in England is.

210. Mr. Shanly, in his answer to question 17, before the Committee of the House of Assembly which sat in 1860, says: "There are so few articles of general commerce in our first class column, that we do not consider any considerable reduction for the long distance, as compared with the short, called for; nor is it ever asked. The Express Company do a large portion of the business embraced in our first class columns; we do very little of it." Is that a correct representation of the course at present pursued?

No, I do not think it is. First class freight is smaller in quantity than the other classes, but it is considerable and increasing.

211. Mr. Shanly says, "we do very little of it,"—do you think that has ceased to be true?

That is not the case now.

212. Can you tell us what is the comparative variation, or what proportion to the whole, the first class freight now is?

I cannot.

By MR. WICKSTEED:—

213. You have stated the average expense of running one train with another to be about 86 cents per mile,—have you not?

I have.

214. What ought to be the receipts from such a train to render it fairly remunerative, reckoning the expenses and interest?

From \$1.75 to \$2. In England it is calculated that the net profits of the train, per mile run, should be from 55 to 60 per cent. of its gross receipts. This is the rate named by Captain Huish, in the book which has been already referred to.

215. That would apply equally to passenger and to freight trains?

Yes. The profit on running passenger trains on the Grand Trunk, according to the figures already given in my evidence, is about 23 per cent. of the gross receipts.

216. Do you consider mixed trains to be local or through trains?

Local, carrying local freight.

216a. Are they more expensive to run than through trains, and why?

They are;—they do the work at the local stations, the expense of all those stations is applicable to them, and, being timed to run at a higher speed than the freight trains, they do not carry more than half the ordinary weight of an ordinary through freight train.

217. Do through freight trains stop at any stations?

Only where necessary for wood and water.

218. Do mixed trains stop at all stations; and does that increase the expense, and, if so, why?

Yes,—by the constant application of brake-power which increases the expense.

219. When you say that a train ought to earn from \$1.75 to \$2.00 per mile, to pay, do you mean a passenger train, averaging about five cars, as mentioned in a former part of your evidence?

I do.

220. What size would the mixed train, or freight train earning the same money, be respectively?

For a mixed train, ten or twelve freight cars and a passenger car, all well filled. For a freight train, about 20 cars averaging about 10 tons of freight each.

221. How much baggage do you allow for each passenger?

One hundred pounds.

222. What do you charge for extra baggage?

About double first class freight rates.

223. The extra baggage goes in the same car, but not in the same compartment as the mails?

It does.

224. In your letter to the Postmaster General, dated 21st July, 1863, you give an estimate of the extra cost of running night trains as compared to day trains,—do you still consider that statement as correct, and have you anything to add to or to vary the reasons you gave for so considering it?

I believe that statement to be correct. I have already stated the extra cost incurred at stations for extra hands, fuel, lighting, &c.; there are more hands employed upon night trains than day trains. The cost of some of the vehicles run on night trains is greater than those run on day trains. The necessity of running night trains requires a larger stock of carriages, and the liability to accident is greater through the night than during the day. Taking all these circumstances together, I think the estimate I made in July, 1863, is under rather than over stated.

225. In claiming extra compensation on account of the severity of the winter in Canada, do you make that claim with respect to the whole line of the Grand Trunk Railway, or only to that part of it which you consider to be more unfavorably situated, in that respect, than other railways in Canada, or in the northern part of the United States?

As regards railways in Canada, I think our whole line occupies a worse position with regard to climate than any other; as regards railways in the northern part of the States, I consider that the Grand Trunk line east of Kingston is more costly and difficult to work than any other line on the continent, in so far as regards climate.

226. What percentage of additional expense do you consider to be incurred, by reason of additional severity of climate, on that part of your railway east of Kingston, as compared with that part of the line west of Kingston?

I find that during the last two years the average expenses, including renewals of the

permanent way, have been about 70 per cent. of the receipts. If we had no winter in Canada, I do not think they would exceed 50 per cent.; of that additional 20 per cent., due to the effects of climate, I am of opinion that three-fourths arises on that portion of the line east of Kingston.

227. To the extent mentioned in your answer to the last question, you mean to say that that part of your Railway east of Kingston is more unfavorably situated, as respects climate, than any other Railway in Canada or the United States?

That is my opinion.

228. What was the cost of the Victoria Bridge, irrespective of interest accrued since its completion?

One million and a half sterling.

229. What was the cost, per mile, of the nine hundred and twelve miles of Grand Trunk Railway in Canada, irrespective of interest and of the cost of the Victoria Bridge?

The cost, including rolling stock, is between nine and ten thousand pounds sterling per mile.

230. Do you incur any yearly expenses in maintaining the Victoria Bridge, and what are they?

There are watchmen at each end, night and day, rivetters are constantly employed putting in fresh rivets, there are men to keep the track running through the bridge, including the timber upon which it rests, and the bridge will require painting every few years, the cost of which will be very great.

231. Can you give any estimate of the average annual expense?

I cannot, but including painting, it will be a very considerable average over a number of years.

232. Did you ever make any arrangements with any other Company for allowing their trains to pass over the bridge, or for carrying goods or passengers over it for such Company, and if so, what rates did you charge?

No trains but Grand Trunk trains ever passed over the bridge until after the amalgamation of the Champlain Road, but during three or four years previously, whilst the river was impassable, we used to take passengers for the Champlain Road between Montreal and St. Lambert, charging the passengers a quarter of a dollar each.

233. In your printed case you allude to the Menai Bridge, on the Chester and Holyhead Railway, and to the payment made on account of it by the Post Office to the Railway Company, can you give any further particulars, with respect to that payment, than what are given in your case?

I believe the statements in my case are correct, and correctly describe the facts.

234. Do you know the rates paid by Railway Companies, or passengers in Railway trains, for passing over the Suspension Bridge at Niagara?

None but Great Western passenger trains pass over the bridge, and this Company leases the bridge at a fixed rate per annum, viz: \$45,000 per annum, for the railway floor. Passengers holding railway tickets are entitled to pass over the bridge for the fare which they have paid for such ticket, the toll being included in the railway ticket. If passengers get on to the trains without tickets, they are charged 25 cents for crossing the bridge.

235. Do you know the cost of this Suspension Bridge?

Between five and six hundred thousand dollars.

BY THE CHAIRMAN:—

236. In your answer to question 214, you state that the average receipts should be from \$1.75 to \$2.00 per mile, and that answer is based upon a calculation of Captain Huish, relative to English railways. Is not the calculation based upon an amount that would be required to pay interest upon the cost of construction, as well as expenses?

It is so.

237. Is not the average capital outlay in England vastly greater than on the Grand Trunk?

Yes.

238. Can you state the average cost of capital outlay on the English railways?

I suppose now it would be from £35,000 to £40,000 per mile,—but that average includes interest paid during the construction of the work.

239. Do you know the average earnings per mile of the English railways?

I cant say from memory.

240. Messrs. Colburn and Holley, in their book, state them to have been, in 1856, \$1.44.

I have no doubt that is correct.

241. Do you know the average earnings in the State of New York on all the rail-ways?

I cannot speak from memory.

242. It is stated, in Messrs. Colburn and Holley's book, to be \$1.76.

I have no doubt it is now higher.

243. The average expense on the New York roads is higher, is it not, than on the Grand Trunk?

It is,—in the proportion of \$1 to 86c., that is, comparing the present time on the Grand Trunk with the year 1855, in the State of New York. Since that time the cost per train mile, on the main lines in New York, has considerably decreased.

244. The necessary receipts you speak of, \$1.75 to \$2.00, to make the train paying, would be much higher than the receipts either in England, or the State of New York in 1855?

The answer to this is, that in Canada we run fewer passenger trains than they do on the main lines in the State of New York, and as the capital in constructing the lines in Canada and the United States is about the same, we must of necessity have a larger profit on each train than is necessary in the larger number of trains running in the State of New York. The same reasoning applies in the comparison between Canada and England. In the latter country the trains are very much more numerous than in Canada, and of course a smaller amount of profit on each train will produce a greater aggregate result than in Canada where the trains are very few. In fact the frequency of trains in England as compared with Canada, is in a greater proportion than the increase of cost of construction in the two countries.

245. You stated the amounts of baggage allowed to a passenger to be 100 lbs.;—is it not practically unlimited?

No; we charge for excess of weight; such is our usual practice.

246. You say, in answer to question 220, that for a mixed train, ten or twelve freight cars and a passenger car all well filled, and for a freight train, about 20 cars averaging about 10 tons of freight each, would earn from \$1.75 to \$2.00 per mille;—would not a passenger car, well filled, earn of itself \$1.80 a mile, without reference to the freight cars?

If a passenger car had every seat filled, the whole way between Toronto and Montreal, it would give a receipt of \$1.50 per milc. In practice, a Railway car is never fully filled.

247. What is the average rate charged for local passengers?

It varies on the different sections of the line, and it varies in winter and summer. The average at the present moment is less than 2 cents, between Quebec and Sarnia.

248. You spoke of the cost of sleeping-cars as an item in the expenditure,—do the passengers pay extra for them?

They do,—50 cents a berth.

249. Is not that extra charge intended to compensate the Company for the extra expense of the car?

Yes.

250. Speaking of the Menai Bridge in your Memorandum, at p. 19, you say: "the reason of this very large payment is on account of the great cost of Menai Bridge, for which £20,000 sterling per annum is paid specially by the Post Office Department to the Chester and Holyhead Company."—Are you aware of the arrangement made with the Chester and Holyhead Company?

Not beyond its general features.

251. Was it not an arrangement made with the Company before the bridge was built?

I believe it was.

252. Sir Rowland Hill, in answer to question 74, before the Committee of 1855, says:

"By arrangement made with the Treasury, many years back, the Post Office has to pay, for the conveyance of mails between Chester and Holyhead, a round sum of £30,000 a year; that sum far exceeds what would be paid, in all probability, under the usual process of arbitration. As far as we can estimate, we think that somewhere between £14,000 and £15,000 a year, out of the £30,000, that is to say, nearly one half, may be considered as in excess of the sum which would be awarded by arbitration; and one half of that excess should in fairness be charged against Ireland." He attributes fourteen or fifteen thousand pounds per annum, as the sum paid on account of the bridge.—Is that correct?

According to Sir Rowland Hill's answer, it appears simply to be an estimate on his part without any precise knowledge of the facts. If the special charge for the bridge does not exceed £15,000, it leaves the rate of payment, on the railway proper, nearly 50 per cent. higher than upon any other line in England. If the special charge is the sum which I have stated in my case, and which I have been informed is the fact, it leaves the payment, for the railway proper, at a figure which does not materially vary from the rates paid upon other lines.

253. Was not the arrangement made by the Treasury and not by the Post Office Department, before the bridge was built?

I believe it was.

254. Is not the sum paid to be reduced in proportion to the earnings of the road?

I am not aware that such was the arrangement, and I believe the payment has not been reduced up to the present time, as far as my knowledge goes.

255. At question 3779, before the same Committee, Mr. Page is asked to state what other railways receive high rates of charge. In reply he says: "I think the highest payment which I can quote to any Company in England is paid to the Chester and Holyhead which amounts to 5s. a mile for the night and day mail trains." And being asked what is the actual sum, he says: "We pay an annual sum of £30,000 which on calculation comes nearly to 5s. a mile for each train." And he is then asked, "is that an ascertained fixed sum," to which he answers: "That £30,000 a year was a fixed sum to be paid for five years, which five years expired last March, and it will be continued or not according to what the earnings of the Company have been."—Do you think that a correct statement of the arrangement between the Government and the Chester and Holyhead Company?

If 5s. a mile is paid to the Chester and Holyhead Railway, that is about 3s. a mile more than the average paid to other English Railways. In regard to the rate having to be reduced in proportion to the earnings of the road, I see that in the estimates submitted to the English Parliament for the conveyance of mails by railway during the year 1863-64, the item for the Chester and Holyhead Railway is entered at £30,200. Mr. Page's evidence in 1855 as to anticipated reduction in the rate of payment has not therefore been realized.

By Mr. WICKSTEED:—

256. In a former part of your evidence you have stated the average earnings per train, per mile, on your Railway, from the half yearly report. It appears from that same report that the net profits of the Company do not enable them to pay interest on all their capital. What percentage would require to be added to the average earnings of each train, in order to enable them to pay 5 per cent. on their whole capital of all kinds, supposing the expenses of the Company not to be in any way increased, but the receipts only?

About fifty per cent. on the gross earnings.

By THE CHAIRMAN:—

257. The earnings of the passenger trains might be doubled without any increase of expense?

Yes, without any material increase.

Mr. Brydges being informed that he may add anything that he may wish, states that he has nothing at present to add to his evidence. He hands in the tariff mentioned in question 188. (*It is inserted above, next after the agreement which follows the answer to question 176.*)

Mr. Griffin states that he has no questions to put to Mr. Brydges.

C. J. BRYDGES.

28th February, 1865.

The Honorable JOHN SANDFIELD MACDONALD, sworn and examined.

By THE CHAIRMAN :—

258. You were Attorney General for Upper Canada and Premier of Canada in 1863, —were you not ?

I was.

259. Mr. Brydges states in his answers to questions 49 to 63 as follows :—“ 49.—Was the alteration so made in May, 1863, made in pursuance of a requisition from the Post Office Department ?—Not any requisition in writing, but in pursuance of frequent personal discussions between myself and the Postmaster General, Mr. Foley, and the leader of the Government, Mr. Sandfield Macdonald. They asserted the right of the Post Office Department to have trains run to suit the Post Office, which I was always ready to run upon fair payment being made. The result was that I agreed to put in force the time table of May, 1863, and they promised that the question of the payment to be made should be settled by the Government without delay.—50. Then there was no Order in Council and no written requisition from anybody to the Company requiring them to alter their trains up to May, 1863 ?—No.—51. When were the trains altered ?—On the eighteenth of May, 1863.—52. What was the alteration then made ?—The changes made in May, 1863, were that a train was put on between Montreal and Quebec at night each way, to run in connection with the day trains between Toronto and Montreal, and that a night train was also put on between Toronto and Montreal each way.—53. The alteration made on the 18th May, 1863, has practically continued until the present time ?—Yes. No alteration was made in consequence of the Order in Council of August, 1863.—54. Do you mean to represent that but for the requests and promises made, as you have stated, in April or May, 1863, the alterations which you made would not have taken place ?—Certainly.—55. Did you consider the alterations then made beneficial to the Company, or otherwise ?—I consider they were injurious to the Company, and I would not have made them were it not for the request and promises of the Government.—56. Do you think that trains between Toronto and Quebec, broken at Montreal in the way described (that is, remaining there over night), would suit the passenger traffic of the Company as well as the present arrangement ?—Undoubtedly. If I were not hampered by the requirements of the Post Office Department, I should run day trains only between Toronto and Montreal, and Montreal and Quebec.—57. Your passenger traffic has very much increased since you become Managing Director ?—Yes ; the number of passengers for the half year ending June, 1862, was 331,277 ; for the half year ending June, 1864, there were 523,284.—58. Can you state the proportion between through and local passengers ?—The increase of through passengers for the period above stated has been about 43,000, and for local passengers about 147,000.—59. Do you not think that a change to the system which prevailed between January and May, 1863, would be injurious to so large a passenger traffic as you have described ?—It would not. I would make the change to-morrow were it not for the Post Office Department.—60. Were there any alterations made West of Toronto, in accordance with the requisition of the Postmaster General and Mr. Macdonald, in May, 1863 ?—A double service between Toronto and Sarnia, to meet the double service between Toronto and Montreal, was put on.—61. Was that change made to suit the Post Office or your own passenger traffic ?—Not exclusively to suit the requirements of the Post Office.—62. Irrespective of the request of the Postmaster General and Mr. Macdonald, would you have made that change for the purposes of your own passenger traffic ?—Not to the same extent that it was made.—63. Are you clear that the request of the Postmaster General and Mr. Macdonald extended to that portion of the road West of Toronto as well as to that East of Toronto ?—I am.”—State, if you please, your recollection of what occurred on those occasions ?

I think when the Macdonald-Sicotte Government came into power in 1862, we found, I think, two trains running daily between Montreal and Quebec. That Government annulled the reference to arbitration of the Postal differences between the Grand Trunk Company and the Government, which had been ordered by our predecessors. Mr. Brydges, Mr. Watkin and others connected with the Grand Trunk protested, as well in writing as verbally, against the course the Government had adopted. I was myself frequently assured that unless additional assistance, some way or another, was given to the Grand Trunk, that

it was questionable whether the road could be kept open. I insisted that the arrangements that were in force in regard to the compensation for the postal service ought to be regarded as sufficient, which Mr. Brydges has often denied. Some time, I think in November, 1862, a change was made, either in the time of running or in the actual withdrawal of one train, which inconvenienced, to a very great extent, the facilities of the public heretofore enjoyed in regard to postal accommodation. The Postmaster General, Mr. Foley, was directed to call the attention of Mr. Brydges to this change, which had been effected without the slightest notice, as far I knew, being given, unless perhaps a short notice to the Post Office authorities that the mail might be sent by the altered train. It struck me and my colleagues at that time that this was one of the means by which the Government was intended to be forced into a compliance with the demands of the Company—and we were unwilling to yield to any increased outlay that was asked for pending the preparations we were making for Legislative action in reference to a mode by which the difference between the Government and the Grand Trunk might be submitted for arbitration by law. It is true that Mr. Brydges upon all occasions expressed his willingness to afford the Department any facility in his power to forward the mails, but that he must be specially directed by the Department to do so—and for which a special rate or compensation would be demanded. If I recollect well, the Postmaster General refused to give any directions—at all events it was the decision of the Government that we should abstain from assuming to control the running time on the Grand Trunk by any Departmental or verbal directions. Mr. Brydges, on being told by myself that it was strange that whilst our predecessors were in office no change in the running of the trains to Quebec, such as had recently been made by him, had occurred, and that it was only, I supposed, because a change of Government had taken place, that he exercised the right to alter the trains, replied that the late Government had shown a disposition to deal with the question, by referring to arbitration the question of remuneration, and the hopes entertained by the Company of a favorable result from that reference led them to continue, though at great disadvantage to themselves, the running of the trains up to the time of the alteration, and that it was only in self-defence that he was forced to make the alteration. I have already said that he always pressed, in fact invited me, to cause instructions to be given him to order the trains to be altered to suit the Post Office requirements, with which he would cheerfully comply. A Bill was brought in, in the spring session of 1863, by which a mode of settlement was to be adopted in reference to the Postal compensation to the Grand Trunk. That measure was not carried into law, owing to a decision arrived at that the Government should themselves consider the question of compensation to the Company. Mr. Brydges was constantly urging me to see that the matter was taken up by the Government or by the Post Office Department, as the Company's affairs were getting into a worse condition. The dissolution of Parliament and the subsequent elections prevented our taking up the matter as early as we desired. It was during some portion of the intervening period that I must have conversed with Mr. Brydges in relation to the continued inconvenience to the public arising from his change of the train which had been remonstrated against by the Postmaster General months before. I may have told him that his chance of making out a good case against the Government was not likely to be enhanced by punishing the public in the way he had taken in altering the trains, and that I thought it was far better for the interests of the Company to put themselves right with the public who were very jealous of the repeated attempts of the Grand Trunk to obtain more money from the public chest, or words to that effect. Mr. Brydges, on that occasion as upon all others, reiterated his willingness to alter the time of running to increase mail accommodations, on being directed to do so. As I knew the policy of the Government was not to control or to assume to control the running time on the Grand Trunk, which would give Mr. Brydges the advantage he desired, to press for additional compensation, I studiously avoided, and actually refused to give any instructions; nor did I promise any compensation directly or indirectly beyond what I have already stated as a suggestion to him to meet the public prejudice. It is true that Mr. Brydges was aware that the Members of the House generally, who had confidence in the Government, had expressed a decided preference in the question being taken up by the Government rather than by the Legislature, as proposed—and a very considerable number of the supporters of the Government suggested a margin for the action of the Government up to \$150 per mile, others \$140, others \$130, and some

\$100. The highest figure was to include side service and the conductors. Mr. Brydges may have been induced to make the alterations in May, 1863, by the expectation that a more favorable allowance to the Grand Trunk might flow from the reconsideration of the question.

260. Then I would understand you to say, that you did not direct or request a train to be put on between Montreal and Quebec at night, each way, to run in connection with the trains between Toronto and Montreal?

Unless my complaining to him that the change which he had made was a very inconvenient one, may be construed as a request. I gave no directions.

261. Or a night train between Toronto and Montreal, each way; these are the alterations said to have taken place?

Certainly not.

262. You have said that the settled policy of your Government was not to control or assume to control the running of the trains of the Grand Trunk Company. Keeping that in view, do you think it possible you could have directed the material alterations in the running of the trains of which Mr. Brydges has spoken?

I could not; and I further state that I frequently told the Postmaster General to be very careful not to commit himself verbally to any arrangement which was contrary to his official communications to the Grand Trunk.

263. Have you any recollection of requiring or requesting an alteration in the service west of Toronto?

Never; that question was never brought under my notice, to the best of my recollection.

By MR. BRYDGES:—

264. You said that it was the settled policy of your Government not in any way whatever to exercise any control over the running of the trains, and that you particularly cautioned the Postmaster General not to do in private conversation that which he was not to do officially?

The Government never ignored their right to control the time of running of the trains, which the law enabled them to enforce; but I repeat that it was not the policy of the Government to exercise that power from the time when it assumed office to the period of my retiring therefrom.

265. Well then, I understand you to say that the Government, in fact, never did, whilst you were the leader of it, give any directions to the Company officially upon the subject?

Not that I am aware of or now recollect. I mean, in the sense in which Mr. Brydges desired we should do.

266. Will you be good enough to listen to the following letter addressed to me officially by the Secretary of the Post Office Department, on the 16th September, 1862, and say if that letter is not an official order to run trains in a particular way?—

“POST OFFICE DEPARTMENT,

“16th September, 1862.

“SIR,—Referring to the remonstrance addressed to you by the Postmaster General, on the 28th ultimo, against the daily detention of the Western Mails, at the Montreal station, on their way to the Seat of Government, which has been suffered since the 3rd instant, I am directed by the Postmaster General to observe that he views this dislocation of the trains, on which he is obliged to rely for these important mails, as a contravention of the implied contract under which the mails are, by statutory provisions, carried by the Grand Trunk.

“It cannot be right or in accordance with the intention of the Statute that a Railway having the mails in its charge under conveyance, between two cities on its line, embracing the most important mail route in the Province, should notwithstanding the Postmaster General's representations and remonstrances, undertake to break up the arrangements for their transmission, and detain these mails daily, at any intermediate station, for no less than 17 hours.

“The Postmaster General directs me to call upon you to provide continuous conveyance for the mails on the Grand Trunk Line between Toronto and Quebec; so that the

Railway Mails from either City, may be carried through and delivered at Quebec and Toronto respectively, without detention, at any intermediate point, other than the necessary stoppages for exchange of mails and ordinary purposes at the way stations.

“(Signed,) W.M. WHITE, Secretary.

“C. J. Brydges, Esquire,
“Grand Trunk Railway, Montreal.”

I am not aware of such a letter having been written. It must have been intended more as a suggestion pointing out the inconvenience to the public than a positive order. That it was not regarded as a positive order by Mr. Brydges himself is proved by his refusal to obey what the law pointed out to be done by him when requested to perform particular services.

267. The question was not as to the construction I put upon the letter, or what was done under it, but whether it, and particularly the words “the Postmaster General directs me to call upon you to provide continuous conveyance for the mails on the Grand Trunk Line between Toronto and Quebec,” was not a positive official order to run trains in a particular way for the accommodation of the Post Office Department?

I adhere to the terms of my last answer; in my opinion it was more a suggestion than an order.

268. Are you aware that on the 11th December, 1862, a letter was addressed by Mr. Griffin to me, officially, stating that it was written by the direction of the Postmaster General, again requiring certain specific trains to be run, in which he entered more into detail of the service he required to be performed, and in which amongst other things he says: “In the present arrangements for the running of trains between Montreal and Toronto the Postmaster General is willing to acquiesce, provided there be a regular service performed each way daily. From Toronto to London he demands a continuous service, so that correspondence and other mail matter from Montreal and other intermediate places be forwarded westward forthwith on the arrival of the trains at Toronto, and that the mails from London and the stations intervening may reach Toronto so as to connect with the morning train from that city eastward. He requires that the mails shall leave Montreal for Quebec on the arrival of the train from the west, and that the mails westward from Point Levi shall not leave earlier than 4 o'clock, on each afternoon, and arrive at Montreal in time to connect with morning train thence westward. The mails may be conveyed as at present westward from London and eastward of Point Levi. From Montreal to Portland the Postmaster General demands the running of a train weekly, immediately on the arrival of the Ocean Mail Train from the west, so as to reach Portland in time for the departure of the steamer on her regular voyage, and in like manner a train from Portland to Montreal, leaving Portland immediately on the arrival of the Ocean Steamer from Europe.”—Is not that a positive order from the Post Office Department, to run trains, not only in a certain general way, but at specified hours?

The letter speaks for itself. I repeat that the policy of the Government, as I have already mentioned was to leave the Grand Trunk to its own discretion in regard to running trains, but remonstrating the while against the change which inconvenienced the community.

269. I presume there is a difference between suggestions and directions, and that where the letters direct or order certain things to be done, that such language does not come within the ordinary meaning of a suggestion?

The letter speaks for itself.

270. Then the settled policy of the Government, as you have explained it, was never altered?

Not that I am aware of.

271. Do you consider a Bill introduced by a Member of the Government pledges the Government of which he is a Member to the policy set out in that Bill?

Yes, but it should not be held as definitely to be adhered to until it becomes law.

272. A Bill was introduced into Parliament on 18th March, 1863, by the Postmaster General, about arbitration of railway postal service, &c., and such Bill was a Government measure, was it not?

It was.

273. You admit that this is a copy of the Bill?

I take it that that is the Bill.

274. In that Bill I find the following clauses: "As respects all Railways already made or in progress or to be hereafter made in this Province, the Postmaster General, by notice in writing under his hand, delivered to the Railway Company, may require that the mails and officers of the Post Office accompanying the mails or otherwise shall be conveyed and forwarded by any such Railway either by the ordinary trains or by special trains, as he may desire, at such hours or times in the day or night as he may direct..... ; and provided also that should the Postmaster General at any time require the daily running of a train or trains at different hours from those ordinarily run by the Railway Company at the time, he shall give seven days' previous notice of such requirement."—Do not these clauses show that the policy of the Government was to make such orders in regard to the running of trains as might suit their requirements, and not be contented with using the trains the Company might run?

I answer, that as we were about to legislate anew in respect to postal service and the mode of arriving at compensation, therefore it was deemed necessary to define more particularly than what was contained in any previous law, the mode in which the services should be performed, and the obligations of the Company to perform their part. It had no reference to the then existing policy or arrangements.

275. But the Bill distinctly says that the Government is to have the right of fixing the trains, and that was the policy contained in the Bill?

Part of the policy contained in the Bill.

276. The Bill never became law?

The Bill never became law, public opinion was against it, it had to be abandoned.

277. At the close of the session of 1863, about the end of April or beginning of May, you and I had discussions about the matter, and those discussions resulted, after strong requests, from the Postmaster General and yourself, in my agreeing to put on trains to suit the requirements of the Post Office Department, you promising to have the matter of remuneration settled before the then coming elections;—was not that the case?

I have already stated, in my examination in chief, the extent and substance of all the conversations I had with Mr. Brydges. At the end of that session the Postmaster General, Mr. Foley, resigned, so that he could have made no such promise at that time; I have no recollection whatever of any change having been then made in the running of the trains, specially for the purpose of meeting the requirements of the Department.

278. On the 6th May, 1863, I addressed a letter to Mr. Griffin, Deputy Postmaster General, in the following terms:

" GRAND TRUNK RAILWAY OF CANADA,
" Managing Director's Office,
" Montreal, 6th May, 1863.

" DEAR SIR,—Referring to our discussions on Saturday last, when Mr. Sandfield Macdonald and Mr. Foley were present, I now beg, in accordance with my promise, to put on paper the times at which the trains upon this Railway will run during the coming summer, commencing on Monday, 18th May:

WEST OF MONTREAL.

Eastward.

" Leave Detroit (Chicago time) at.....	6.10 a.m.	6.10 p.m.
" Leave Sarnia (Toronto time) at.....	9.20 a.m.	9.15 p.m.
" Arrive Toronto (Toronto time) at.....	4.20 p.m.	5.30 a.m.
" Leave Toronto (Montreal time) at.....	5.15 p.m.	7.00 a.m.
" Arrive Montreal (Montreal time) at.....	9.00 a.m.	10.30 p.m.

Westward.

" Leave Montreal (Montreal time) at.....	7.30 a.m.	6.00 p.m.
" Arrive Toronto (Montreal time) at.....	11.15 p.m.	10.00 a.m.
" Leave Toronto (Toronto time) at.....	11.15 p.m.	10.00 a.m.
" Arrive Sarnia (Toronto time) at.....	5.50 a.m.	5.25 p.m.
" Arrive Detroit (Chicago time) at.....	8.30 a.m.	8.10 p.m.

EAST OF MONTREAL.

Eastward.

" Mixed train from Montreal to Island Pond at.....	8.30 a.m.
" Express from Montreal at.	3.30 p.m.
" Arriving at Quebec at.....	10.00 p.m.
" Way train from Montreal at.....	5.00 p.m.
" Arriving at Island Pond at	12.00 midnight.
" A mixed train will leave Richmond for Point Levi at.....	4.30 a.m.
" Arriving at.....	12.00 noon.
" A freight train will leave Montreal at.....	11.00 p.m.
" Arriving at Richmond at 4.00 a.m., and by this train through bags for Quebec can be taken from the Western train ar- riving at Montreal at.....	10.30 p.m.

Westward.

" Express train from Point Levi at.....	3.30 p.m.
" Arriving at Montreal at.....	10.00 p.m.
" Mixed train from Point Levi at.....	6.00 p.m.
" Arriving at Richmond at.....	1.00 a.m.
" Mixed train from Island Pond at.....	9.00 p.m.
" Arriving at Montreal in time to connect with day train West, at.....	7.00 a.m.
" This train will pass Richmond at 2.00 a.m., and can take mail matter from Quebec line to the day train from Mont- real West.	
" Way train from Island Pond at.....	7.00 a.m.
" Arriving at Montreal at.....	2.00 p.m.

By the foregoing arrangements there will be two daily continuous trains between Detroit and Montreal, and trains between Montreal and Quebec, making direct connections between the latter city and every post office to the west of it, without delay at any point.

"I hope that the extent of our traffic, and the arrangement of the Postal question, will justify our continuing this large amount of accommodation both to the public and the Post Office Department.

"The changes I have mentioned will go into operation on the 18th instant.

"Yours truly,

"(Signed),

C. J. BRYDGES.

"W. H. Griffin, Esq.,

"Deputy Postmaster General, Quebec."

—Was not that arrangement of trains made at your request and upon your promise that the rate of payment should be settled before the elections?

I have no recollection of the changes at all that are set forth in that communication, and I repeat that any promise to take up the question of Postal compensation, by the Government, prior to the elections, had no reference whatsoever to any change which may have been contemplated by the Company in regard to the running of their trains.

279. Was the letter which I have just read to you, stating that the changes would be made in accordance with our consultations, ever objected to as being incorrect as a matter of fact?

I have no recollection of having ever seen the letter or having been consulted in reference thereto.

280. Did you not make positive promises that the rate of payments should be settled by the Government before the then elections came off?

I cannot deny that such a promise was made by me, that is, that the Government should take the matter up with the view to a settlement before the elections, and it was my sincere desire to carry out that promise. The reason for its failure was that seven of my colleagues left the Government before the prorogation of the House, or immediately upon the prorogation of the House, and having a permission of His Excellency, I invited other gentlemen to take their places; I found it impossible to procure their consent to

enter into the investigation, they being unwilling to assume any responsibility in respect to matters which involved the moneys of the Province before they were duly elected by their constituents. The matter was subsequently taken up by Mr. Mowat, the successor of Mr. Foley, as Postmaster General, as will be seen by his official report.

281. Did you not tell me, after the resignations you have referred to, that it was quite understood by those who were coming into the Government, after some meeting of your supporters, that the question was to be settled before the elections?

I have no recollection of having said so, but I repeat again, that I was urging the settlement upon my colleagues, on the ground that I had, before they came in, made a distinct promise that the question should be taken up at an early day and before the elections, but I failed to induce them, for the reasons already mentioned; I have no doubt that Mr. Brydges had the impression left on his mind, from conversations with me, that my new colleagues would enter upon the task before the elections.

282. In point of fact the promises which were made, and upon the faith of which I contend that the changes in the trains were made, the changes of trains and promises being contemporaneous in point of time, were not carried out, were they?

The promises were not carried out. I deny that the changes of the trains, if any were proposed, had any effect upon the intention of the Government in relation to the postal question.

283. Did I not press you in the strongest possible manner to carry out the promises which had been made, both verbally by letters.

I did receive letters on the subject. No one could have laboured more assiduously than did Mr. Brydges from the first day that I entered the Government until I resigned, covering a period of nearly two years, to urge upon the Government the importance of their claim for postal compensation being recognized.

284. Do you recollect receiving from me a letter, dated 23rd October, 1862, of which the one now produced is a copy marked J?

[Copy.]

“GRAND TRUNK RAILWAY OF CANADA.

“Managing Director’s Office.

“Quebec, 23rd Oct., 11 o’clock P.M., 1862.

“MY DEAR SIR:—I have just arrived here from Montreal, notwithstanding a message which I received to-day from Mr. Foley, to say that he would not be prepared till Tuesday next, to report to Council on the Post Office matter. I must ask you as the head of the Government, seriously to consider the position in which this matter is placed.

“Before you all went west with Lord Monck, you promised that as soon as you returned this question should be brought to an issue, and Mr. Foley whom I saw, before you went away, said he would be ready to close the matter within a month from that time. That is now nearly six weeks ago.

“I saw Mr. Foley last week, the day after the Governor General returned, and on Friday last Mr. Foley wrote me expressing his regret that he could not complete his report that week in time for me to communicate by that week’s mail with England, but saying ‘you can however count upon being able to do so certainly by the next subsequent one.’ I saw both Mr. Foley and yourself on Saturday last, when the same thing was repeated, and I communicated the fact that a decision would be come to this week, by telegraph *via* Father Point last Saturday.

“It was arranged that I should come down here on Tuesday last, so as to have the matter disposed of by to-morrow at the latest.

“Just as I was starting from Montreal I received a message from Mr. Griffin, stating that Mr. Foley would not be ready till Thursday, and asking me to come down to-day.

“I replied to him (Mr. Foley) stating that I would certainly be here, and relied upon his promise to have the matter disposed of this week. I telegraphed you to the same effect.

“About an hour before the train left to-day I received a message from Mr. Foley stating that he would not be ready to report till Tuesday next, and asking me to defer my visit till Monday night.

“I determined to come down as previously arranged, and here I am.

“I ask you now, as a matter of importance both to this Company and to the Government, to settle the matter this week according to promise.

"If this is not done I shall be placed personally in a very awkward position indeed, and it will give rise to suspicions in England which I should be exceedingly sorry to see aroused, and more especially as I understand Mr. Howland goes home on Saturday, and I am convinced that if he leaves Canada without the Government having settled a matter of such great importance affecting the Department of which he is the head, it will be taken for granted in England that there is some reason not explained for delaying this matter and not carrying out the pledges, which I was authorized by Mr. Foley and yourself to give to my principals in England, that the matter would be disposed of this week without fail.

"Pray let me know at what hour I can see you in the morning.

"Yours very truly,

"(Signed,)

C: J. BRYDGES.

"The Hon. J. S. Macdonald."

I have no doubt I did.

By THE CHAIRMAN:—

285. The letters of 16th September, 1862, and of 11th December, 1862, were not laid before you?

They were not, so far as I remember.

By MR. BRYDGES:—

286. So far as the Postmaster General may have required special trains to be run by those letters, he was acting contrary to the settled policy of your Government?

Yes; as the policy of the Government was to use the ordinary trains of the Company, and not to require special trains, except for extraordinary purposes, such as running to and from Portland with the ocean mails.

287. Did you not, about the time referred to in my letter to Mr. Griffin of the 6th of May, 1863, or at any other time, tell me that if we did not run the trains to suit the Post Office Department, an application would be made to the Court of Queen's Bench at Toronto, for a Writ of *Mandamus* to compel us to do so?

Mr. Brydges frequently assured me that the embarrassed condition of the Company would most likely cause the stoppage of the trains on the whole line, unless justice was done to it by the Canadian Government; and added,—what shall then become of the mail? I was accustomed to reply that we would run the risk; and that whilst the road was in operation, I have no doubt having referred to the power which the Government could exercise in controlling the running of the trains, if they thought proper to use it, and that a *Mandamus* might be moved for, to enforce compliance with their orders. I did not allude to that process in any threatening sense.

J. S. MACDONALD.

WILLIAM HENRY GRIFFIN, Esquire, Deputy Postmaster General, sworn and examined.

By THE CHAIRMAN:—

288. You are and have been for many years Deputy Postmaster General?

Yes.

289. The arrangements of the practical details of the Department devolve upon you?

They do. Since 1857, under the statute.

290. You have an intimate knowledge of the views of the Government for the time being and the several Postmasters General, in relation to the conduct of the business of the Department?

Yes.

291. Has there been any settled view entertained in relation to the service to be required from the different railways, if so what has it been?

The view has been that the Post Office should use such railway trains for mail purposes as were from time to time running, and according to the ordinary time-tables of the several companies.

292. Has that always been your own decided opinion?

Always.

293. Have the several Governments, so far as you are aware, concurred in your view ?
Yes.

294. Have the different Postmasters General, so far as you are aware, concurred in your view ?

With but one exception, and that for a short time ; until the Postmaster General alluded to, the Honorable Mr. Foley, became convinced that the general policy of the Department had been the best.

295. It is said that in May, 1863, the Grand Trunk Railway Company altered the arrangement of its trains, upon the requirement or at the request of the Postmaster General and the Prime Minister of that day, putting on new trains between Montreal and Quebec, Montreal and Toronto and between Toronto and Sarnia ;—have you any knowledge of any such requirement or request ?

In the summer of 1862, the Grand Trunk Company, without reference to the Post Office, made new arrangements of their trains which operated very disadvantageously for the convenience of correspondence. The Postmaster General for the time being was of opinion, that this was done to coerce the Government into a compliance with the demands of the Grand Trunk Company as to compensation for postal service by that railway. Acting under that impression, the Postmaster General addressed repeated remonstrances to Mr. Brydges, and went so far as to call upon him to run the trains differently, and in such a manner as would better accord with public convenience. To these demands Mr. Brydges replied that he would only arrange the trains with a view to the traffic interest of the Company, and would not adjust them to suit the Post Office, unless specially paid for the purpose. I remonstrated with Mr. Foley upon the impolicy of putting it within the power of the Grand Trunk Company to make out a case of interference with their trains on the part of the Post Office, and, after much discussion, he admitted the correctness of the course which the Department had, as a rule, pursued, of carefully avoiding all appearance of interfering with the running of Grand Trunk trains. I took occasion to call the attention of the Honorable John Sandfield Macdonald to the importance of the point involved in the matter ; he concurred in my views and told me that he would request the Postmaster General to abstain from addressing any more letters or requests, of a character that were so open to misconstruction, to the Grand Trunk Company, and no further letter of the kind was, I think, written after the 11th December, 1862. That letter was dictated *verbatim* by Mr. Foley, very much in opposition to my judgment, for I had perceived that for some time past there had been a persistent endeavor, on the part of the Grand Trunk Company, to induce the Post Office to put the trains used for the mails in the position of what are called notice trains in England. I was present at the discussion to which Mr. Brydges more particularly alludes in his letter of the 6th May, 1863, notifying the change of trains to take place on the 18th of the same month. Much was said on both sides as to the inconvenience of the then train arrangements, of the claims of the Grand Trunk Company with regard to compensation, and as to the desire of the Government upon the failure of the attempt to settle the question of compensation by legislation in the session then drawing to a close, and of Mr. Brydges' expectation that he would be able to make such arrangements of the trains for the approaching summer as would better suit the convenience of the country in the transmission of correspondence ; but there was no specific requirement made, to my knowledge, as to the running of the trains upon any particular arrangement.

296. Would such a material change, as requiring the new trains described, have taken place, according to the practice of the office, without your knowledge ?

No. I did not know that any such requisition had been made, nor did I receive that notification as being the result of any such communication.

297. Were you made aware that the Grand Trunk Company had put on new trains between Toronto and Sarnia, for the accommodation and at the request of the Post Office Department ?

Certainly not, for we did not need such trains and did not make use of them. Shortly after the train arrangements of the 18th May had been notified to the Post Office, Mr. Brydges remarked to me that we did not use the night train west of Toronto. I told him—no. I supposed we did not need to use it. He repeated the observation to me some months afterwards.

298. When did the alteration of trains west of Toronto, of which you had notice on the 18th May, in fact take place?

The trains had run west of Toronto, substantially in the same way from the 16th February, 1863, as they were notified to run from the 18th May.

299. It is said that a resolution was come to by the Board of Directors of the Grand Trunk Railway Company, on the 17th August, 1853, that the Company would carry mails by all its trains at the rate of \$1.10 per mile.—Was that resolution ever communicated to your Department, and when?

The first knowledge I had of the existence of that minute came to me during a discussion between the Postmaster General of the time being (Mr. Spence), Mr. Bidder, then Manager of the Grand Trunk, myself, and I think the Honorable John Ross, in May, 1855, when Mr. Bidder, having casually remarked that the Department was bound in some way to pay a rate of \$1.10 per mile to the Grand Trunk, the Postmaster General requested him to communicate to the Department a copy of the contract or agreement, or whatever it was, by which the Department was alleged to be bound. The result was the receipt of a letter from the Assistant Secretary of the Company, dated 19th May, 1855, enclosing an extract from the minutes of a meeting of the Board of Directors of the Grand Trunk, of the 17th August, 1853. This letter stated that the Honorable Malcolm Cameron was present, and at the time assented in his official capacity to the terms proposed. The letter now produced by me and marked K is the letter to which I refer.

“THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

“Managing Director’s Office,

“Montreal, 19th May, 1855.

“SIR,—Having reference to a conversation between you, the Honorable John Ross, President of this Company, and other members of the Board of Directors, on Thursday last, on the subject of the Company’s account against the Post Office Department for mail services performed, I now beg to hand you at the request of the President, an extract from the minutes of the meeting of the Directors in August, 1853, at which the Honorable Malcolm Cameron, the then Postmaster General, was present and who at the time assented in his official capacity to the terms proposed in the resolution enclosed, viz: £27 10 0 per mile per annum—for every mile the mails were carried—the conductors in charge of the mails being conveyed free of charge.

“I have the honor to be,

“Sir,

“Your most obedient servant,

“JOHN M. GRANT, Asst.-Secretary.”

“Honorable J. Spence,

“Postmaster General, &c., &c., &c., Quebec.”

“Extract from the minutes of a meeting of the Board of Directors of the Grand Trunk Railway Company of Canada, held at Quebec, 17th August, 1853.

“Present: Honorable JOHN ROSS, in the Chair,

“ JAMES MORRIS,

“ F. HINCKS,

“ M. CAMERON,

E. F. WHITTEMORE, Esquire,

Colonel TACHÉ,

Honorable PETER MCGILL,

B. HOLMES, Esquire,

W. H. PONTON, Esquire,

Captain RHODES.

“Resolved, That the Postmaster General be informed that this Company is willing to convey mails by all the ordinary trains running on the Railway, at the rate of £27 10s. per mile per annum, including in this charge the conveyance of a conductor sent in charge of the mails.”

“True extract,

“JOHN M. GRANT,

“19th May, 1855.”

300. Did the Government or Post Office Department assent to the proposition of the Grand Trunk Railway Company contained in the resolution of the 17th August, 1853?

The Department first sought information as to whether anything had been done which should in equity be held to imply an agreement or contract. The Hon. James Morris had been succeeded, as Postmaster General, by the Hon. Malcolm Cameron, on the very day of the date of the minute. On being appealed to, Mr. Cameron stated that if there had been any arrangement it was of Mr. Morris' making, while Mr. Morris repudiated the idea that he had in any way made the Government responsible for the payment of any such rate; he declared the rate to be in his opinion an extravagant one and urged the Postmaster General to resist its being imposed upon the Government. The Department then refused to admit that it was bound by the resolution of the Grand Trunk Board, which did not affirm a contract or agreement, but simply notified its willingness to accept a certain rate for the conveyance of the mails. The Department did not pay the rate. The mails were sent, but it was considered that they were sent under the authority of the statute, to be paid for as the statute directed, and not as under the alleged agreement. It was not considered that the intimation of the rate the Grand Trunk was disposed to charge could bar or foreclose the operation of the statute, as regards the rate to be paid to that as to all other railways. This view was first pressed upon the Grand Trunk, in the long and frequent discussions that subsequently took place between the Department and the Grand Trunk representatives. The first payment was made on the 15th June, 1855, on, I think, the first application from the Grand Trunk. Subsequent payments were made on account, during the years 1856, 1857, 1858 and 1860, always keeping within an estimate rate of about \$70 per mile. On the 24th December, 1860, an Order in Council was passed, setting forth that large sums were due by the Grand Trunk and other railways to the Province, for loans and railway inspection fees, and directing that any amounts due to the Grand Trunk and Great Western Railways for postal service should be paid over to the Receiver General and placed to the credit of their accounts with the Province. In pursuance of this Order, the Department proceeded to make up the Grand Trunk Railway account to the 31st December, 1860. It was intimated to the Department that the Government was willing to waive the right it conceived it possessed to object to the rate claimed by the Grand Trunk of \$110 per mile per annum, for such period as might have elapsed up to the passing of the Order in Council of September, 1858; that for the subsequent time the decision of that Order, as to rate, was to be maintained; but, preserving the principle intact, the Government desired to deal as liberally with the Grand Trunk Railway in this settlement of accounts as circumstances would permit, giving the most generous construction to all the incidental questions of amount of service. Upon this basis, as the Grand Trunk accounts had always been rendered for quarterly periods, ending 5th January, &c., the whole charge of the Grand Trunk Company, up to the 5th October, 1858, at \$110 per mile, was placed to its credit. Then, credit was given from the 6th October, 1858, to 31st December, 1860, allowing that a double service (once by night and once by day) had been performed throughout the line for the equivalent payment, at the rate of \$70 per mile per annum for such double service. The Company was also credited with such amounts as it had charged for special service. The result was a balance of \$113,144.89 as due to the Railway, which was paid over to the Receiver General, as directed by the Order in Council.

Mr. Griffin's examination resumed.—1st March, 1865.

Mr. Griffin desires to add the following to his statements of yesterday:—

It is very possible that other discussions took place at the time between the Government and Mr. Brydges at which I was not present. I can only speak as to the conversation particularly adverted to in Mr. Brydges' letter of 6th May, 1863, in which conversation he promised to communicate the scheme which he intended to adopt for the summer running of the Grand Trunk Trains.

With respect to the letter of the 18th August, 1853, signed by C. P. Roney, then Managing Director of the Grand Trunk Company, addressed to the Honorable Malcolm Cameron, then Postmaster General, I wish to say that, to the best of my knowledge, I read it for the first time in Mr. Brydges' evidence before this Commission. Such a letter was never on file in the Department, nor was any copy of it sent, nor the letter itself alluded

to when, in May, 1855, a copy of the minutes of 17th August, 1853, was transmitted to the Department, on the Postmaster General of the time intimating that the Department had no knowledge of that minute having passed, or of the existence of any agreement in connection with it. That letter, I observe, does not state that an agreement had been entered into or assented to by the Postmaster General of the time on the previous day, but is a simple notification that the Company was willing to enter into an engagement.

301. Prior to September, 1858, the Governor in Council had the subject of postal remuneration under consideration, with a view to settling a rate;—had the Grand Trunk Railway Company any notice that the subject was being discussed, prior to the Order in Council of the 18th September, 1858?

There were, as before stated, long and frequent discussions with the representatives of the Grand Trunk Company, with the view to come to an agreement as to what would be a fair postal rate; and it was always a point in these discussions that, unless this rate could be agreed upon between the Postmaster General and the Company it would have to be prescribed by the Governor in Council. It was considered that the Governor in Council was authorized by the statute to fix such a general railway rate as to him may seem just and expedient. No general railway rate could have been fixed by the Governor in Council if it had been an essential preliminary that some particular form of procedure should have been adopted in connection with the then existing railways. The case made out by one railway would not have bound another, nor have, upon that basis, provided for the contingency of other railways coming into operation in the future. In fact, each railway would have required the fixing of a separate and distinct rate by Order in Council. It was further considered that the case was closely analogous to the provision in the Imperial Statute for the conveyance of mails and letter-bags by merchant ships; every ship-master is under an obligation to receive and convey all letter-bags offered to him by the Post Office, at such rate of compensation as the Lords of the Treasury may from time to time direct. It was not thought that it could be necessary or within the meaning of the Statute that, before exercising this power, the Lords of the Treasury were under any obligation to determine what the rate should be upon any other principle than the dictation of their judgment. It was moreover thought that the power given to the Governor in Council to absolutely determine the postal railway rate, was a condition expressly intended by the Legislature to be attached to the grant of a monopoly of transport to the railway.

302. I understand you then to admit that the Grand Trunk Railway Company had not notice that the question of the Postal rate was under the consideration of the Governor in Council before the Order in Council of September, 1858, was passed?

It is stated in the Grand Trunk case that the President for the time being had knowledge that the matter was before the Council, he being a Member thereof, and that he contended against the adoption of the rates which the Council fixed, but I am not aware that any official notice was sent to the Company.

303. There was no official notice to the Company that the Government considered that the rate claimed by them (\$110 per mile) was excessive, and that they proposed reducing it; and the Company was not invited to maintain its right to the higher rate?

The rate claimed by the Grand Trunk Company, of \$110 per mile, and the right of the Grand Trunk Company to say what the rate should be, had always been rejected by the Government; and the frequent discussions between the Grand Trunk and the Government mainly turned upon that point, that the Government thought the \$110 per mile claim an excessive charge, but was not disposed to fix what the rate should be until the railway system of the country had taken further development, though meanwhile willing and desirous of coming to an agreement with the Grand Trunk Company at what the Government thought a fair rate. The Grand Trunk was not open through to London until September, 1858. During these discussions the Grand Trunk was informed that, pending the decision by the Governor in Council, in the event of a mutual agreement not having been previously arrived at, payments would be made on account, within the rate of charge which, in the course of these discussions, the Government maintained to be an equitable rate of compensation for railway service. Sums were so paid, from time to time, on account, with a full understanding by the Grand Trunk of the basis on which they were made.

304. The attempts of the Postmaster General to induce the Grand Trunk Company to enter into a contract, upon terms which the Department deemed reasonable, having

failed, Mr. Smith, then Postmaster General, undertook the settlement of the rate upon his own view of what was just; but, if I understand you rightly, he did not notify the Company that he was about to take that step, or invite them to maintain their claim before him?

There was no notice, so far as I am aware of, further than that the President of the Grand Trunk road was a Member of the Government, and in constant communication with the Postmaster General upon the subject of the Postal rate.

305. Mr. Smith proceeded to consider what would be a just rate, with your assistance, and the Government adopted his views, and the Order of the 18th September, 1858, was passed in Council?

I have described, in my second Memorandum, the steps which we took to arrive at a just rate; our desire was that the Railways should be paid fairly,—nay, liberally—for their service. The rate which was then fixed seemed to us just, and I have not yet seen the data upon which we proceeded in any respect disproved.

306. After the reference to arbitration had been withdrawn, Mr. Mowat, the then Postmaster General, took the matter up and had it under consideration, I believe, for several months.—Is not that so?

Yes.

307. Had the Grand Trunk Company notice that the Postmaster General was engaged in this inquiry?

Yes, as will be seen by the letters and memoranda from Mr. Brydges, dated for the most part in July, 1863, and appended to Mr. Mowat's Report.

308. Beyond the notice to be inferred from the documents to which you refer, was there any official notice given to the Company, and was the Company called upon or authorized to substantiate its claim to the higher remuneration to which it considered itself entitled, before the Postmaster General?

As on former occasions, when the matter had been taken up, the communications between the Postmaster General and the Grand Trunk representatives were mostly of a verbal character. There was not, I think, any formal notification.

309. The Grand Trunk Company at that time claimed, I believe, a very large sum, much beyond \$110 per mile. They were not required, were they, to establish the grounds upon which they rested this claim?

Yes. The object of Mr. Brydges' discussions with Mr. Mowat and of the memoranda, was to show that the Grand Trunk was entitled to some very high rate of compensation. Mr. Brydges did not, I think, definitely fix a sum, but spoke generally of a rate of several hundred dollars, per mile, per annum.

310. The Grand Trunk Company were not in fact called upon to adduce evidence of the truth of their allegations in the various memoranda submitted to the arbitrators, the Government, and the Postmaster General?

Mr. Mowat, I think, accepted their statements as being such evidence as they had to adduce upon the subject.

311. Are you aware of the circumstances under which the Order in Council of the 12th August, 1863, was passed?

Yes. I was present at the discussion by the Members of the Government on which the Order was founded. It was considered by the majority of the Members of the Government that, instead of fixing a rate in the manner recommended in Mr. Mowat's Report, the rate of payment should be so framed as to hold out an inducement to the Grand Trunk Company to give continuity of service between Quebec and Toronto, by one through passenger train, and also to run a second passenger train on certain sections of the road between Quebec in the East and London in the West. No particular service was prescribed, but if the Company gave the service contemplated by the Order in Council it would receive the rates of payment therein provided.

312. When was Mr. Mowat's Report first communicated to the Grand Trunk Railway Company?

I cannot say.

313. Is the service performed by the Grand Trunk Railway Company, West of Toronto, as important as that between Toronto and Quebec?

In the order of relative importance, I would class first from Stratford to Montreal;

second, between Montreal and Island Pond and Québec; and third, the sections West of Stratford and East of Québec.

314. You rank then those portions of the road, West of Stratford, and East of Québec, as being of the same importance?

Yes, to the Post Office.

315. Do you send through mails West of Toronto, by the Great Western, as well as local?

Yes.

316. It is not important, then, to the Post Office Department that it should be enabled to send the through mail between Toronto and Detroit by the Grand Trunk Company trains?

No.

317. The use of the road, then, West of Stratford is not of much importance to the Post Office?

Not of so much importance as the other sections.

318. Have you the returns of the weight of mails passing over the different Railways used by the Post Office, called for some time since?

I have not yet received those returns, and hope to have them for Saturday next.

319. Would you be so good as to state the general nature of the services performed by the Railways in the United States for the Post Office Department of that country?

I have taken pains to keep myself informed upon this subject for the last 30 years, and in my Memorandum furnished to the Commissioners, beginning with the third paragraph on page 4, and ending with the first paragraph on page 6, I have in substance answered the question put to me, and I believe the statements there made to be true—which are as follows:—

“The description of conveyance given by the American Railways to the mails is more analogous to that given by Canadian Railways, than the service had by the English Post Office from the Railways of the United Kingdom, and it is natural to expect therefore that the rates paid in the United States would afford a more useful standard for comparison with the Canadian rates, and it becomes the more necessary to examine carefully the references made to the United States Postal rates, and estimate the relative value of the services given by the American and by the Canadian Railways, particularly the Grand Trunk, for the rates respectively paid to them.

“As remarked by the Honorable Mr. Mowat, on page 58 of his Report, there is, however, such an absence of uniformity in the prices paid to American Railways for apparently similar classes of service, and the Postmasters General of the United States have so repeatedly declared their convictions that the defect in their Law, leaving it optional with American Railways to carry the mails on their trains, had led to the enforcement by the Railways in many instances of exorbitant prices, that it becomes extremely difficult to draw exact conclusions from the American Post Office Returns of Railway payments and services. We know sufficiently well what the services in each case are, and what the rates paid are, but unfortunately the want of uniformity in the relations between them, embarrasses the attempt to compare any combination of service and rate, with the service and payment on a Canadian road.

“The Grand Trunk Memorandum notices that by Act of Congress the Postmaster General is directed to divide the Railroad routes into three classes and not to pay more than \$300 a mile per annum for mail transportation to the first class Railroads, \$100 a mile to the second class, and \$50 per mile to the third class, and then goes on to remark that it is obvious that the specification of first, second and third class must mean with reference to the importance which the particular line of railway bears to the district of country through which it passes, but this idea is not well founded, for the Act of Congress lays down the definitions of what is to govern the Postmaster General's judgment, and says: *that the division into classes shall be according to the size of the mails, the speed with which they are conveyed, and the importance of the service*, that is to say, in proportion to the amount and value of the work actually done by the Railway in mail carriage.

“The singular misconception is then re-asserted, which has before appeared in Grand Trunk Railway Statements, that the American rate of payment to the first class Railways of the United States, is made for one daily service with a distributing car, and that if

mails are carried over the road by any other train than this, it is an unimportant service which does not affect the rate of payment, and this idea is more emphatically expressed again on page 23, thus 'It has already been stated that in the United States the distributing mails are carried upon one train stopping at each station; and which distributes the mails upon the way in a car specially fitted up for the purpose, that is the only distributing car that is run upon any American Railway, it is only run once each way during the day time, and it is for that service that the rate of payment is made.'

"Now it has evidently escaped the research of the Grand Trunk Company that the fact is precisely the reverse of what it has thus been lead to believe.

"The truth is that it is this train stopping at all stations and carrying mails for the small villages by the way, which is the comparatively unimportant part of the service on the leading lines of American Railway, with which the Grand Trunk desires to rank, this train is always a slow train, and the principal mails passing over the road are, as a matter of course, forwarded by trains travelling at a greater speed.

"Of the mail matter passing to Buffalo over the New York Central, for instance, only about 10 per cent. goes by the slow distributing train spoken of, and the assertion is therefore that the conveyance of the other 90 per cent. of mail matter is an unimportant part of the whole service not considered worthy of any payment at all!

"As it is on the New York Central, so in the very nature of the case it must be on all the other main lines.

"On a local or inferior class road, the train distributing to the way offices will very probably be the chief postal service of the day, and in many cases the only service, as any other bags than those for the way offices could be sent at the same time. Further, when through mails are sent by a second daily train on a road of this class, such through transmissions will not be of the same relative superior importance to the way office service, as they are on one of the great leading roads.

"The United States Post Office exercises no control over the Railways, and uses only the ordinary trains, taking as many services as may suit its wants from the ordinary timetables of the roads.

"Whatever number of daily services the American Post Office obtains from a Railway, it stipulates that one daily service each way shall be given to the way offices of the line of Railway, and this distribution of bags to the way offices is generally superintended by a Post Office Agent travelling with the train. It is generally a mere distribution of bags, and not an assortment of letters or making up of mails in the train, as in Canada.

"The Postmaster General of the United States, in his Report to Congress of December, 1857, states that he is going to increase the number of Post Office Agents to travel with the mails, because the accounts of mail bags under conveyance are not kept in a satisfactory manner on some of the principal western lines 'owing' (he says) 'chiefly to the fact that the larger proportion of what are called through mails go by express trains in charge of the baggage-master and not the agents of this Department. The latter travel on other trains for the purpose of delivering mails to numerous Post Offices on the way where express trains do not regularly stop, and it has been considered an unnecessary expense to appoint agents simply to deliver bags, when the Railroad Companies are paid as well for that service as for conveying them, there being express stipulations to that effect in all contracts. These views are undoubtedly correct in theory but experience has shewn that Railroad Companies cannot be made to appoint persons to give the mails due attention in all cases, and their is, therefore, no alternative but to multiply largely the number of Department Agents on all the Great Routes where important mails now go without them.

"In addition to the Western Routes just alluded to, there are many others of equal grade in the same category. The principal mails between Philadelphia, Baltimore and the West, for instance, have been nominally cared for by baggage masters.'

"The above extract will illustrate the brief sketch given of the chief features of Railway Mail Conveyance in the United States.

"During the last summer the American Post Office commenced to give to their principal Railway Mails the benefit of the system of assortment, &c., whilst on the road, practised in Canada (to which two officers of the Canadian Post Office lent their assistance), and at this time the main through mails between Washington and New York that formerly passed as through mails unopened by the way, pass in a car 47 feet long specially appro-

riated to the Post Office, fitted up with every convenience, and carrying eight clerks who open the through bags and prepare the correspondence whilst the train is in progress. This service is quite a distinct thing from the way office distribution on which such undue stress is laid be the Grand Trunk.

"In the United States Post Office Return to Congress for the year 1863 (the latest in the possession of this Department) of the Railways receiving payment for postal service, embracing 22,152 miles of Railway, there are but six cases, covering in the aggregate 533 miles, in which the maximum sum of \$300 a mile is paid or exceeded, viz. :

Railway.	Miles.	No. of daily services each way.	Rate of annual payment per mile of Railway.
Boston to Worcester.....	46	3	\$300
New York to New Haven	76	3 and once each way } on Sunday.	375
New York to Philadelphia.....	90			3 & do	375
Philadelphia to Baltimore	102	3 & do	300
Baltimore to Washington.....	40	4 & twice do	300
Baltimore to Wheeling.....	179	3 & once	300
	533		

"It will be observed that only two Railways receive a rate exceeding \$300, and then the excess is 25 per cent. on that amount.

"From the tenor of the remarks in the Memorandum on cases where more than \$300 is paid, it would seem that the Grand Trunk Company has not observed that the Act of Congress which lays down the scale of \$300, of \$100, and of \$50 per mile per annum respectively, at the same time authorizes the Postmaster General to add 25 per cent. to those rates when there is night postal service.

"It has appeared to be necessary to devote some space to the elucidation of what the American Railway postal work is, more especially on the chief roads; because the line of argument founded on the fallacy that that work, as paid for, is confined to one daily service—as described in the Grand Trunk Memorandum—would seem to be, that the Grand Trunk, in order to prove a just claim to the same rate of payment as that given to the principal American Railways, is not bound to show that it performs more work for the Canadian Post Office than this single daily service, and that the rest of the mail service performed by these American Railways, over and above that particular trip, not being—as the Grand Trunk asserts—counted in the work paid for by the United States Post Office, should not enter into the consideration of the question of comparative service by the Grand Trunk and by the American Railways adverted to. If any further demonstration were needed of the error involved in this mode of reasoning, it might be found in the fact that the 25 per cent. additional paid to the New York and Philadelphia Railway, for instance, is not paid in connection with the Way Office service trip at all, but is paid in consideration of conveyance being given—by night, through Express Train—to what is known as the great through night mail between those cities; so that, according to the Grand Trunk theory, \$75 a mile per annum additional is paid as compensation for a *variation in the manner of doing a particular service*, which service in itself was not considered to be of sufficient importance to enter into the question of payment at all, as respects the regular rate."

I may add that I sent a copy of that Memorandum to the General Post Office of the United States, at Washington, and requested to be informed as to whether I had stated or had described the United States Railway Post Office service correctly in that Memorandum, and received the reply from one of the Assistant Postmasters General of the United States, which I now hand in :

(Copy.)

"POST OFFICE DEPARTMENT,

"Washington, 16th February, 1865.

"DEAR SIR,—Yours of 10th inst. was received yesterday, with accompanying Memorandum, concerning 'Railway Postal Service.'

"You have correctly and forcibly answered the Grand Trunk Railway statements :

'That the American rate of payment to the first class Railways of the U. S. is made for one daily service with a distributing car, and that if mails are carried over the road by any other train than this it is an unimportant service which does not affect the rate of payment.' All your showings of the American Railway Service are strictly true. I send herewith advertisements of routes in New England and New York, from which you will see that, on some of the principal Railroads, several daily trips are specifically required. This has always been the rule.

"There is, unfortunately, a great want of uniformity in the rates of pay, and this difficulty the Postmaster General is now trying to remedy, by adjusting the pay according to the weight of mails.

"I enclose a table, showing the daily weight over various roads.

"The pay of the Great Western Railway of Canada was probably increased through the influence of a former Secretary of the Interior Department and others interested, at Detroit. I know nothing personally, about it, having no direct concern with such questions, and only give the opinion expressed to me on enquiry in the Contract Bureau. On the Portland and Canada route additional pay was allowed for 48 miles, in consideration of taking a second daily mail that distance.

"The diagram of a mail car I sent you had no reference to the Railway P. O., which occupies a whole car, varying in length from 45 to 47 feet, and runs in addition to the ordinary way mail distributing car.

"Your Memorandum has much interested me, as it shows thorough acquaintance with the Railroad Mail Service in England and America (Canada and U. S.). I shall be glad if anything I can say proves equally satisfactory to you.

"Very truly, &c.,

"(Signed,)

A. N. ZEVELY.

"W. H. Griffin, Esquire, Quebec."

A TABLE shewing the daily weight of the United States Mails over various Railroads.

NAMES OF RAILROAD.	No. of lbs.
Washington Branch, B. & O. R. Rd.	22,304
New Jersey.....	14,704
Hudson River.....	11,658
Erie.....	11,306
Philadelphia, Wilmington and Baltimore.....	11,139
Southern Michigan and Northern Indiana.....	8,726
New Haven and New York.....	7,223
Pennsylvania Central.....	7,265
Northern Central.....	4,483
Cleveland and Toledo.....	4,678
Boston and Worcester.....	3,636
Michigan Central.....	3,634
Chicago, Burlington and Quincy.....	2,656
North Western, from Chicago.....	2,561
Ohio and Mississippi.....	2,392
North Western, Galena Division.....	1,315
Do. Clinton do.	755
Rock Island.....	1,571
Boston and Providence.....	1,844
Boston and Lowell.....	1,461
Eastern, from Boston.....	2,208
Little Miami, from Cincinnati.....	2,096
Cincinnati Air Line.....	1,849
North Missouri.....	1,337

A Table shewing the daily weight of the United States Mails, &c.—Continued.

NAMES OF RAILROAD.	No. of lbs.
Illinois Central.....	1,292
Hamilton and Dayton.....	1,194
Cleveland, Columbus and Cincinnati.....	1,138
Old Colony and Fall River.....	1,052
Fitchburgh.....	1,195
Baltimore and Ohio.....	1,322
State and Buffalo, to Cleveland.....	1,986
Terre Haute.....	1,392
New York Central, from Buffalo.....	957
Grand Trunk, from Detroit.....	291

320. Can you describe the service at present performed by the railroads between New York and Washington; state the daily number of services, the amount of carriage accommodation, and the average weight of mails passing over that route?

Between Washington and Baltimore the service is stated by the Post Office at four daily services each way on week days and twice each way on Sunday. Between Baltimore and New York, there are three daily services each way on week days, and one on Sundays. Of these services one is a way office distributing service by day train, with car space appropriated to the Post Office of about 20 feet in length; a second service is by a car 47 feet long especially appropriated to the Post Office, for the purpose of sorting mails therein; the other services are through bag services, in charge of the railway, without special appropriation of space, other than that all the accommodation requisite should be given. The weight of the mails is returned at 11 tons a day on the Washington and Baltimore road; 5½ tons on the Baltimore and Philadelphia section, and 7½ tons on the Philadelphia and New York. The price paid is \$300 per mile per annum, between Washington, Baltimore and Philadelphia, and \$375 per mile per annum, between Philadelphia and New York. I derived this information, as to the rates of payment, from the yearly Reports of the Postmaster General of the United States to Congress.

321. Can you give the same information as to the New York Central Road?

I have sent a witness to ascertain the facts, and hope to have his evidence by Saturday next?

322. Can you give the same information as to the Michigan Central?

The Michigan Central Railway is under contract with the United States Post Office to give two daily services each way over the road, with any additional service to be had from the trains if they run more frequently than twice a day. The contract obliges the Railway to give a separate and convenient car, or a part of a car as the United States Post Office may require, for each service; as a matter of fact, the Post Office takes, on one of these two services, 25 feet in length of car space for mail purposes, fitted up, heated and lighted as the Post Office may require; the other daily service consists in the conveyance of through bags in charge of the Company. The larger portion of the mail forwarded over the road is sent in the through bags, averaging in weight, at present, about two tons a day. The price paid is \$150 per mile per annum, including the conveyance of the mails between the Post Offices of Chicago and Detroit, and the Railway termini, and the side service as respects all the way offices within a quarter of a mile of the Railway way stations; with stipulations for penalties in the event of a failure to perform any of the conditions of the contract, and especially in the case of a failure to arrive at the end of the route, so as to lose connection.

9th March, 1865.

The Honorable MALCOLM CAMERON sworn and examined.

BY THE CHAIRMAN:—

323. You were Postmaster General of Canada at one time, and when?

I was. I took office on the 17th August, 1853, and I continued Postmaster General about a year and a half, until the autumn of 1854.

324. As Postmaster General, according to the then law, you became a Director of the Grand Trunk Railway Company?

Yes; *ex-officio*.

325. Were you present at a meeting of the Board of Directors, on the 17th August, 1853?

I was present. I should have been there in my official capacity but that my predecessor, Mr. Morris, expressed his wish to be present on that day, having been engaged in previous discussions. I attended not as Postmaster General, but was present at the meeting of the Board, and concurred in what was done.

326. Have you any recollection of a minute of the Board respecting the rate at which they were willing to carry the mails for the Post Office Department?

Yes; distinctly.

327. Did you ever afterwards receive any notification, as Postmaster General, of that minute?

I am not aware. There may have been, but I cannot recollect.

328. Mr. Brydges has put in evidence a letter, said to have been written by Sir C. Roney, then Secretary of the Company, to yourself as Postmaster General; will you be so good as to read it, and say whether you have any recollection of having received that letter?

I do not recollect having received that letter; but the facts set forth are according to my understanding of the agreement made the day before; and which I understood Mr. Morris and the Company to have discussed before the meeting, and to have agreed to them; and to which, as Postmaster General, I had assented with Mr. Morris.

329. You continued in office for somewhat more than a year after that Order was passed?

That is so.

330. Did you, as Postmaster General, during that year, assent to and act upon that minute as a binding arrangement between the Post Office and the Grand Trunk Railway Company?

I do not recollect having been called upon to do so; but I certainly would have done so had I been called upon.

331. Were any accounts sent in by the Grand Trunk Railway Company, between August, 1853, and September, 1854?

I cannot speak from my own knowledge.

332. Can you say whether any payments were made to the Grand Trunk Railway Company during the time you were Postmaster General?

I cannot.

333. Am I to understand then, that in your own mind you considered the question as settled, although practically you were not called upon to give effect to that opinion?

That is so.

334. Mr. Griffin, the Deputy Postmaster General, says that he had heard nothing of the minute of the Grand Trunk Company until 1855; that could hardly have been so, if the matter had been concluded in August, 1853.

If that letter reached the Department it would be in Mr. Griffin's possession. My impression is that I must have told Mr. Griffin the circumstances under which Mr. Morris and myself attended, as I considered it important, and Mr. Morris had desired to close the matter before he ceased to attend.

335. Do I understand you to say that, as Postmaster General, you meant to assent to the proposal of the Grand Trunk Railway Company, so as in your official capacity to bind the Government?

I considered that Mr. Morris had done so, on a consideration of the case, and discus-

sion with the railroad managers, based on relative amounts paid in the States; and without going into the facts myself, I assented to what Mr. Morris had considered and done.

336. Apart from Mr. Morris' action in the matter, did you mean, yourself, as Postmaster General, to give your assent so as to bind the Government?

Certainly.

337. Do you recollect to have acted upon this minute in your dealings with any other Railways than the Grand Trunk?

I do not recollect having been called on to act upon the minute during my period of office.

338. Did you understand that the rate proposed by the Grand Trunk Railway Company was to be the rate paid to the other Railways?

No; I conceived that that rate was arranged on a basis relative to sums paid to roads in the United States, of a similar character and extent, and that other roads would be dealt with upon the same principle. I think that the Government reserved the right, in the legislation on that subject, to fix the postal subsidy upon fair and equitable principles.

339. Mr. Cumberland states that the Northern road was open to Collingwood on the 1st January, 1855, and that "from that date the postal rate charged to the Government under the authority of the Honorable Malcolm Cameron, then Postmaster General, has been at the rate of \$110 per mile,"—have you any recollection of that arrangement?

I ceased to be Postmaster General in September, 1854; I do not understand the statement.

340. Have you any recollection of having authorized such a charge on the Northern Road during your period of office?

No, I have not. And I think I would not have authorized it, except upon a consideration of the case.

341. You consider the arrangement then, if arrangement there were, as applicable only to the Grand Trunk Railway Company?

Yes.

BY MR. BRYDGES:—

342. At the meeting of the 17th of August, 1853, were there any other Members of the Government present, besides yourself and Mr. Morris?

Messrs. Ross, Hincks and Taché.

343. Did they concur in that minute, and assent to the arrangement on the part of the Government?

Yes.

344. Did you, as Postmaster General, feel yourself bound to carry that out as an agreement between the Government and the Company?

I did.

345. Do I understand you to say that from your conversation with Mr. Morris before the minute of the 17th of August, 1853, he had considered the question of payment, relatively to similar payments to lines in the States, and that he considered that he was making an advantageous arrangement for the Government?

I have a distinct recollection of his requesting me to allow him to act on that occasion, because he had been investigating and had had a good deal of conversation on that subject with the Managers of the Grand Trunk, and it was desirable that the matter should be closed that day. Mr. Hincks and Colonel Taché being there, I considered that the Government had concluded upon it, and therefore I assumed the responsibility without any personal investigation.

346. Will you look at the letter, written by Sir C. Roney to yourself, on the 18th August, 1853, and say if it correctly represents the arrangement come to, at the Board, the day before?

It does.

347. The letter being in accordance with the arrangement, and correctly describing it, you have no reason to doubt having received it in due course?

No; but I have no recollection of having seen it.

BY THE CHAIRMAN:—

348. Mr. Griffin states in his evidence, in answer to question 300, that you, on being

appealed to in 1855, stated, that if there had been any arrangement binding the Government to pay \$110 per mile, it was of Mr. Morris' making, while Mr. Morris repudiated the idea that he had in any way made the Government responsible for the payment of any such rate; and that he (Mr. Morris) declared the rate to be in his opinion an extravagant one, and urged the Postmaster General to resist its being imposed upon the Government;—Do you recollect to have received such letter from Mr. Griffin?

Yes; very well.

349. Do you recollect having written the reply which Mr. Griffin has stated?

Yes. I received that letter at a period when I was not in Parliament. I conceived it designed for party purposes, and I wrote an answer simply intimating the fact that on the day on which the agreement was made Mr. Morris acted as director. I did not *make* the arrangement, but I did assent to an arrangement which I understood had been already made by several Members of the Government.

By MR. BRYDGES:—

350. The letters to which reference has just been made, you, at the time, considered were written for party purposes, rather than to get at any decision in reference to the rate of payment for postal services?

Yes, I considered it was as to fixing responsibility for that purpose on some one; as I was not a Member of Parliament, I did not wish to commit myself and was guarded in my answer.

MALCOLM CAMERON.

13th March, 1865.

THOS. SWINYARD, Esq., sworn and examined.

351. You are General Manager of the Great Western Railway Company and have been so for the last two years and a half?

Yes.

351bis. Will you produce copies of your agreement with the Express Company?

I now produce copy of an agreement, marked M, under which the Great Western Railway Company carried freight for the Express Company, from March, 1863, until March, 1864.

(Copy.)

MEMORANDUM of Agreement made this first day of March, 1863, between the Great Western Railway Company of Canada, of the first part, and the American Express Company, of the second part.

"It is mutually agreed between the parties to this Agreement that the party of the first part will convey the Express freight and messengers of the party of the second part, on the following terms and conditions, that is to say:

"1st. That the party of the first part will provide room in a baggage car attached to four through passenger trains on their line of Railway each day, between Suspension Bridge and Windsor, two each way daily, one in the day and one at night, for the use of the parties of the second part.

"2nd. That the party of the first part shall also provide room in a baggage car attached to one accommodation train each way daily between London and Suspension Bridge, for the use of the parties of the second part.

"3rd. That the parties of the second part shall be entitled to carry in the room to be provided in the trains mentioned in classes one and two, a messenger and a safe free of charge, and such Express goods and matter as they may have to send.

"4th. That the aggregate weight of such Express matter to be carried by the parties of the second part, shall not exceed in the aggregate each day, eight thousand pounds West, and four thousand pounds East, any excess over such aggregate daily weight, to be paid for at the following rates in Canada currency.

"On through Express goods, thirty cents per one hundred pounds;

"On local Express goods, one and a half times first class freight rates;

"The weight to be calculated monthly.

"5th. The parties of the second part hereby agree, that in the event of any damage

arising to their Express goods from fire, whilst on the premises or in the trains of the party of the first part, that no liability shall attach to the party of the first for any loss or damage that may be sustained in consequence of such fire.

"6th. The party of the second part agrees to pay to the party of the first part, in consideration of the privileges hereby accorded, the sum of sixty dollars per day, in Canada currency or its equivalent, and the sums set forth in clause four for all excess in weight, beyond the stipulated aggregate weights, such payments to be made monthly.

"7th. The party of the second part agrees that they will not carry under this agreement, as part of their Express goods, any freight belonging to, or to be forwarded by the Merchants' Despatch Company, and that they will provide all the labor required for loading and unloading all the Express matter or goods carried by them under this agreement.

"8th. The party of the second part hereby agrees to pay for all Express goods sent by them between Hamilton and Toronto, Harrisburg and Guelph, or London and Sarnia, one and a half times the first class freight rates, in Canada currency, for every one hundred pounds of Express goods so carried by them, the party of the first part carrying free a messenger and an iron safe.

"9th. The party of the first part hereby agrees not to carry on their trains any Express goods or matter for any other Express Company, but the party of the second part, during the continuance of this agreement, it being the intention of the parties hereto, that all the Express and parcels business by passenger trains shall be carried on by the parties of the second part.

"10th. This Agreement to commence on the first day of March, 1863, and to be in force for one year from that date, provided always, that should the depreciation of the American currency increase, the parties of the second part may terminate this agreement on giving sixty days' clear notice in writing.

"In like manner should the value of American money increase, the Great Western Railway Company to have the power of terminating this agreement on giving the same notice.

"For the Great Western Railway,
" (Signed,) THOS. SWINYARD.

"For the American Express Company,
" (Signed,) LIVINGSTON, FARGO & Co.,
" Proprietors."

352. The whole payment made by the Express Company for the double service between Suspension Bridge and Windsor was \$60 a day?

Yes, except that for extra weights they were obliged to pay.

353. The Express Company had a special compartment for themselves, had they not?

They have a compartment, but they are not limited as to space, nor is the Railway Company prevented from using their compartment.

354. Are not the cars upon your line divided as in other Railways into a Post Office compartment, an Express compartment, and a baggage compartment?

Yes, they are, and they are used in the manner I have indicated.

355. The Express Company, then, has a right to use its compartment if it have express matter enough to fill it; and if the express matter exceed what the compartment will contain, they have a right to further room to the extent in the whole, of four tons?

If the compartment set apart for the Express Company does not contain the four tons, as provided in the agreement, then the Company would find room for the remainder in another car, or another part of the car. This answer applies only to the trains going West.

356. What is the extent of space allotted to the Express Company?

About a third of a car; that would be upon the average about three and a third tons.

357. What quantity of express matter, speaking generally, would fit in the Express compartment?

I have no data which will enable me to answer the question specifically; but, from information obtained, I find that the Express Company, on an average, can carry about three tons in their compartment. And I will add that, as a rule, the space allotted to the Express Company is sufficient for their purposes.

358. Can you state the average weight carried by the Express Company?

The average weight carried by the Express Company, per day, on all the trains, I believe to be 9½ tons; that includes the excess weight over the four tons west and two tons east.

359. My question was directed rather to the weights carried upon the four trains between Suspension Bridge and Windsor?

I have no data which enable me to give the amount carried by the two trains each way between Suspension Bridge and Windsor, but of course it is much less than the average weight upon all the trains; I cannot say how much less.

360. Can your book-keepers supply the information?

It is possible, by a reference to the books at Hamilton, but I am not certain.

361. The Express Company have a right to make up their four tons and two tons, between Suspension Bridge and Windsor, from local express matter?

Yes, under the contract of 1863.

362. How long did the contract of March, 1863, continue in force?

Until the 9th September, 1864.

363. How many messengers generally go with the express matter.

Generally one, but of this I am not quite certain.

364. Will you produce the contract with the Express Company prior to the one already handed in?

I have it not with me now but will produce it presently.

365. Can you now produce the first contract between the Great Western Company and the Express Company?

The messenger having now arrived with it, I produce it:—

"ARTICLES OF AGREEMENT made and concluded this twelfth of October, A. D. 1854, by and between the Great Western Railway Company, party of the first part, and the American Express Company, party of the second part.

"First.—The party of the first part agrees to furnish said party of the second part for the purpose of its business, to wit: the safe and speedy carriage of Express matter and other property, with two-thirds of a good baggage or mail car of the usual size, to be run in a morning through passenger train, each way daily (Sundays excepted), over said first party's Railway between the Suspension Bridge, near Niagara Falls, and Windsor, C. W., opposite Detroit. And in each of said cars to carry free of charge, a messenger in the employ of said second party having charge of its Express matter and other property; and between the City of Hamilton and the Suspension Bridge, in each of said cars, also an extra messenger or Agent for the Customs Department. For the foregoing, said party of the second part agrees to pay said first party at the rate of fifty dollars per day (Sundays excepted).

"Second.—Said first party further agrees that during the existence of this contract and upon receiving ten days' notice in writing from said second party desiring it so to do, it will furnish a car for said second party, for the carriage of its freight and express matter to the amount of five tons each day (Sundays excepted), which car shall be run in an evening through passenger train daily going west over said first party's said Railway, from the Suspension Bridge to Windsor aforesaid; and will carry at the same time free of charge, and likewise bring back without charge, the messenger of said second party having charge of its property and express matter on said evening train. For this it is agreed that said second party shall pay said first party at the rate of thirty dollars for each and every day said car is so run.

"And it is further agreed that for the carriage of all freight upon said evening train exceeding said five tons, said second party shall pay said first party at the rate of forty cents per hundred pounds. And it is further mutually agreed that said second party may, upon giving ten days' notice in writing of its intention so to do, discontinue the payment of the thirty dollars per day for said car on the evening train, and after the expiration of said ten days, said Railway Company may discontinue running said car and carrying said messenger, until a like written notice of ten days shall be given by said second party desiring to occupy said car again, when it shall be run and messenger carried

as above stated, and said party of the second part shall pay to said party of the first part for the same as aforesaid.

"*Third.*—Said first party further agrees to carry a messenger of said second party having charge of its freight each way daily, in one train over its Branch Road from Hamilton to Galt, for half fare; and to transport at the same time on the same train over said branch road, the freight of said second party, at the rate of twenty cents per hundred pounds, which price said second party hereby agrees to pay.

"*Fourth.*—Said party of the first part further agrees with said second party that during the continuance of this contract, it will not give any other Express Company or person engaged in the express business more favorable terms for the conveyance of express freight than are herein agreed to be afforded to the parties of the second part.

"*Fifth.*—It is agreed that the said second party shall pay, on the first day of each month, at the office of said first party, in the said City of Hamilton, C.W., the indebtedness against it, accruing under this Agreement.

"*Sixth.*—And it is further mutually agreed that this contract shall take effect on the first day of October, and except as herein provided, and continue in full force and effect until terminated by sixty days' notice in writing which may be given by either party, and at the expiration of that time, after the giving of such notice, said contract shall cease and be of no further effect.

"In witness whereof, the said parties have hereunto set their hands and seals, this twelfth day of October, A.D. 1865.

"LIVINGSTON, FARGO & Co."

366. Who was Manager of the Great Western when this contract was made?

Mr. Brydges was the Managing Director.

367. That contract, then, continued in force for about nine years?

Yes. Until the Agreement already handed in was entered into.

368. You had been seven months General Manager before the Agreement of 1854 was altered?

Yes.

369. These contracts, I observe, stipulate that the Railway Companies are not to carry express matter for any other company. The rates agreed upon, I presume, are paid in consideration of that covenant, as well as for the carriage?

The rates no doubt were paid in consideration of the covenant as well as for the carriage, but the Company in fixing these rates, recognized the advantages derived from the advocacy of their route by the Express Company's Agencies. Mr. Brydges can speak as to this, as respects the former express contract. My remarks apply to the latter.

370. Was there any contract that the Express Company should use their influence as you have described?

There was no written contract, but it always formed an element in the negotiation.

371. Can you state what part of the consideration was applicable to the carriage, and what part to the exclusive right to the express business?

I cannot divide the two.

373. Under the heads of agreement, dated 9th September, 1864, you have been carrying since that date; can you say why those heads have not, before now, been reduced to the form of an agreement?

It is because the Railway Company are dissatisfied with the amount that they receive, and are anxious to avail themselves of a favorable opportunity for taking the service into their own hands, or for continuing it at a higher rate of payment, as may be deemed expedient.

374. When you, as Manager, entered into a new contract in March, 1863, you made, I presume, the best terms you were able for your Company?

Yes; having reference to the situation of affairs.

375. And when you entered into the contract of September, 1864, you stipulated, I presume, for the best price you could obtain?

Not exactly so; but it was deemed expedient for the present to continue an arrangement with the Express Company. I do not mean to say that I could have obtained a

higher price, but it was deemed expedient, for the present, to continue an arrangement with the Express Company.

376. Did not the necessity of making a new arrangement in September, 1864, arise from the state of the American currency, rather than from a wish to alter the agreement?

As I have explained before, we have all along been dissatisfied with the terms of the arrangement; of course the state of the American currency made that dissatisfaction still greater.

377. The service performed for the Express Company is practically the same under the new Agreement as under the old; is it not?

Yes.

378. The payment under the new Agreement is eighty-six dollars instead of sixty dollars, the sum mentioned in the Agreement of 1863. Is not the amount of \$86 paid in American currency?

It is.

379. Can you state the comparative values of the \$86 in the one Agreement, and the \$60 in the other?

I cannot; but it was considered at the time that the payment to the Company under the last Agreement would exceed in value that under the former one.

380. The American dollar was of much less value in September, 1864, than it had been in March, 1863?

I believe it was, but I cannot say the difference.

381. I observe, on looking at the contract, that the price paid under the contract of 1863 was payable in gold, while the price under the contract of 1864 was payable in American currency. Do you mean to say that on the 9th of September, 1864, eighty-six dollars, American currency, was of more value than sixty dollars in gold.

I cannot say what was the relative value at the time, but it was considered that when the Railway Company, a few months after, would make its conversion of American currency, the value of the new contract would be greater than that of the former.

382. Your Company for many years carried the United States mails between Suspension Bridge and Detroit?

It did; and the mail is still carried over our road.

384. Is there now, or has there ever been any written contract between your Company and the Post Office Department of the United States Government?

I have been unable to find one, and there is not any existing now to my knowledge.

385. What amount of service does your Company afford to the Post Office Department of the United States Government?

They carry such through bags as may be presented to them, generally twice a day, but they have a right to send their bags by any through train.

386. How many trains do you run between Suspension Bridge and Detroit daily?

Two formerly, both ways, and three latterly.

387. Can you state the amount of postal matter carried each day over your road for the United States Government?

About a ton and a half.

388. Have the post bags been weighed lately?

No, I believe not.

389. When did the weighing take place from which you have stated your average?

They have not been weighed in my time, but my answer is derived from information received from the Company's officers.

390. Can you state whether the amount of American mail matter has increased during the time you have been General Manager?

I cannot.

391. What amount of space, on an average, would a ton of postal matter occupy?

About one-sixth of a car; but I have no means of judging, except from experiment which I have not made.

392. What does the American Government pay you for the carriage of this mail?

Fifty dollars per mile.

393. Has that been the rate always paid?

Yes.

394. The Postmaster General of the United States, in his Report for the year 1853 (see Report for 1853, p. 7), states that in March of that year the contract had been made with the Great Western Railway to carry the mail between the Suspension Bridge and and Detroit for \$30 per mile. Is that correct?

I should think the Postmaster General had been misinformed, as the Company's accounts shew that the Company has always been paid at the rate of \$50 per mile.

395. It is stated in the successive Reports of the Postmaster General of the United States that the payments made to the Great Western Railway Company for the carriage of of this mail were, during the years 1854, 1855, 1856, 1857, at the rate of \$30 a mile, and during the years 1858 and 1859 at the rate of \$40 a mile.—Do I understand you to say that the amount paid is incorrectly stated in all those reports?

Whatever the reports state, the fact is that \$50 has always been paid.

396. Be so good as to furnish an extract from your books shewing the amounts paid, and for what service, in each year from 1854 to 1859, both inclusive.

The following is a return from our books:—

“GREAT WESTERN RAILWAY.

“STATEMENT of amounts paid by the United States Government for the carriage of through Mail Bays, from the date when they were commenced to be carried until 31st December, 1859.

“ Half year ending 31st July, 1854	\$3,804 66½
“ “ 31st January, 1855.....	5,798 52
“ “ 31st July, 1855.....	5,864 63½
“ “ 31st January, 1856.....	5,779 64
“ “ 31st July, 1856.....	5,706 48
“ “ 31st January, 1857.....	5,779 64
“ “ 31st July, 1857.....	5,669 90
“ “ 31st January, 1858	5,743 06
“ “ 31st July, 1858.....	5,669 90
“ “ 31st January, 1859.....	5,743 29
“ “ 31st July, 1859	5,670 12½
“ “ 31st January, 1860.....	5,752 16½

“The line was opened throughout at the end of January, 1854, and the United States Mails commenced to be carried three or four months afterwards.”

397. Do I understand from your return that the payments there mentioned were made at the specified dates?

Those were the amounts charged by the Company each half year, and, as far as I am aware, received by them in due course. I understand, however, from my predecessor, that the payments by the United States Government were sometimes delayed.

398. As your accounts differ entirely from the public statements of the Postmaster General of the United States, I wish for a statement, not of the amounts charged against the Postmaster, but of the payments made by him, with their dates.

Such a statement I have not with me; but it shall be telegraphed for and handed in. 399. When was the tariff you were so good as to furnish the Commissioners prepared? It was issued in 1859.

400. Has not your tariff been altered since 1859?

The standard tariff has remained the same, but rates have varied according to competition and other circumstances.

401. Will you be so good as to state what you mean by the standard tariff?

I mean the tariff based upon a given classification and the mileage of the line.

402. Do you mean that although the classification has remained unchanged the prices paid have been altered?

They have. We have to be guided by competition and other circumstances.

403. The tariff furnished to the Commissioners, then, does not contain a true statement of the amounts paid by the public since 1859?

The tariff furnished to the Commissioners is one which has been in general operation over the line, but, as before stated, it has had to be varied according to circum-

stances. It would be impossible for me to give the Commissioners a statement of the actual rates charged to and from all places, from 1859 to the present time.

404. Do you mean to say, then, that the rate actually charged depends more upon special contract than upon the tariff?

To the extent to which we are affected by competition it undoubtedly does. In those exceptional cases where competition is wild the tariff is not in all cases adhered to; but between all places unaffected by competition the tariff submitted to the Commissioners, at their request, governs all transactions.

WALTER SHANLY, Esquire, sworn and examined.

BY THE CHAIRMAN:—

405. You were General Manager of the Grand Trunk for several years?

I was.

406. During what period?

From the latter part of 1857 until April, 1862, with the exception of about ten months in 1859.

407. During some portion of your management the accidents upon the line were very frequent I believe?

We had a great deal of breakage, both of machinery and rails, and consequent breakage of cars and damage to freight, but comparatively few accidents to passenger trains.

408. It is represented in your statement before Mr. Langton's Commission that, between January and April, 1861, a great number of accidents occurred from broken rails on the Central Division,—to what do you attribute those accidents?

I attribute the breakage of rails to three causes: the inferior quality of the iron is one, the bad gradients of the road another, and the severity of the climate a third.

409. How long had those rails been laid down at the date mentioned in your statement?

The longest had been down about six years.

410. If the quality of the iron had been good and the manufacture good, in what proportion would the breakage of rails be diminished?

I am perfectly certain that a large proportion of the breakage is attributable to the quality of the iron, from the fact that I know the iron was bad; but I cannot state the proportion in which accidents might be reduced if the iron were good. The test to which rails are subjected upon that part of the road would severely try the best iron.

411. Can you state whether the manufacture of the rails, apart from the quality of the iron, was good?

Neither were good.

412. Are you acquainted with Messrs. Colborn & Holley's book on Railways?

No, I am not.

413. It is stated in Messrs. Colborn & Holley's book that the average life of a rail in England, on many heavily-worked roads, has been found to be twenty years. Can you state what, in your opinion, the average life of a rail of good iron, well manufactured and of a proper pattern, on the Grand Trunk should be?

I would not guarantee the best iron I ever saw, on the Grand Trunk, for more than ten years, on the Central Division. My answer is based upon the bad gradients in that division and the severity of the climate.

414. That is not the division, I believe, on which the effects of the climate are most severely felt?

It is not. The Western half of that division is not so severely tested as the Eastern half; the Eastern half is as severely tested as any part of the road.

415. You stated in your evidence before the Committee of the House of Assembly, as well as before Mr. Langton's Commission, that through freight may be profitably carried at a much lower rate than local freight. Is that still your opinion?

It is.

416. Can you state the average rate at which your local freight was carried during the last year of your management?

No, I cannot, from memory.

417. Can you state at what rate through freight was at that time carried?

It is impossible for me to say.

418. You state, in your report furnished to Mr. Langton's Commission: "Our autumn tariffs, on the great bulk of our freights from Western Canada, have scarcely averaged one and one-half cents (about three-fourths of a penny sterling) per ton per mile."—Can you state whether that rate had advanced during your management?

I have no reason to believe that the rate advanced.

419. Do you consider that rate a paying rate?

It is barely remunerative. We can take it at that rate in the autumn—it just leaves it better to take it at that rate than not at all. There is not a fair profit.

420. In speaking of through freight, in your evidence before the Committee of the House of Assembly, you were asked: "Could you make money carrying freight 846 miles for 50 cents per 100 lbs." To which you say—"Yes, I am willing to take the through freight at that rate."

I make the same answer now, adding:—If I get enough of local business.

421. You think then that 1½ cent per ton per mile, for through freight, would pay better than the rates at which the Grand Trunk had been carrying local freight?

It would pay better than the lowest rate at which they had been carrying local freight.

422. What average rate would you establish if you were called on to fix a remunerative figure? You state in your report before Mr. Langton's Commission: "We should have had two cents, which, though no more than fairly remunerative, would have made a difference of, perhaps, ten thousand dollars in our weekly receipts."

I would take rolling freight for two cents per ton per mile for long distances in summer, and in winter for three cents per ton per mile. I would give these as averages if I had to fix an average tariff.

423. Do you mean at competing points, or over the whole road?

I have before said that I cannot fix an average rate at competing points; but I would be satisfied at getting those rates for taking freight over the whole road.

424. Were you ever able to obtain, during your management of the Grand Trunk, two cents per ton per mile, for the carriage of flour from Toronto to Montreal, during summer?

I do not think so. I think it likely the rate you showed me, in the report before Mr. Langton's Commission, was as high an average rate as I was ever able to obtain between Toronto and Montreal in the summer.

425. Have you ever received three cents per ton per mile, for carrying flour during winter, from Toronto to Montreal?

No, I do not think we ever did; I think probably two cents is as high as we ever received.

426. I believe that flour is being carried, at the present moment, from Toronto to Montreal, at the rate of 45 cents per barrel, which would be rather less than 1½ cents per ton per mile. Can you state whether that was not the general rate at which you carried it?

I cannot say that that was the general rate, it may be near the average.

427. If you carried flour at 1½ cents per ton per mile in winter, or about that rate, from Toronto to Montreal, what do you think will have been the general rate during summer?

The only summer average I could speak of with any certainty is that stated in my report laid before Mr. Langton's Commission.

428. In speaking of average freight, in your answers to the previous questions, you intended to describe not the cost of carrying flour from Toronto to Montreal, but an average from the cost of carrying it at all the intermediate stations?

I mean the average of all the freight carried on the Central Division. I think what I meant is correctly described in the question.

429. Could you state, then, at about what rate flour was carried, during summer, from Toronto to Montreal, during your management?

I cannot say from memory, but possibly may have carried at one cent per ton per mile, during summer; I think that may have been somewhere near the general rate during the season of navigation.

430. Is that rate, in your judgment, a paying rate?

Taken by itself it would not be a paying rate, but coupled with the other local freight it would just pay.

431. Your charges were based upon the highest rate, I presume, which you thought you could obtain from the public?

Yes, on the highest rate which the state of trade would admit of our getting at the time.

432. The freight of which we have been speaking is local freight, and subject to the charges which that species of freight entails; at what rate, in your opinion, could through freight of the same quality be carried, to afford the Company an equal profit?

I have no means of arriving at a comparative estimate;—the actual cost to the Company of carrying through freight depends a great deal upon the local business they have to do; if they have an abundance of local traffic the cost of carrying through freight is low in proportion.

433. In your evidence before Mr. Langton's Commission you state: "The freight tariffs are not made up at a uniform rate, per mile, all over, the mileage rate diminishing as the distances increase. Small loads, carried short distances, must ever be charged higher, in proportion, than large loads carried long distances; and local traffic must always be charged higher, mile for mile, than through traffic, because the expenses attending the former are very much higher than those attending the latter. The greater expenses of doing local business, as compared with through, are to be found in the smaller amount of useful service performed by the engines, in the expense of maintaining the way stations, warehouses, &c., with their staff of agents, porters, switchmen, &c., for booking and handling the goods and attending to the shunting of trains. The interest on the first cost of the stations and their sidings is also to be counted against the way traffic. The lighting, fuel and taxes form further and not inconsiderable items in the expense. As regards the effective service performed by the engines of local trains, it is of course less, mile for mile, than that performed by those of through trains, which start with a full load, while the way-engine frequently sets out with but two or three cars, or sometimes none at all, and has to pick up its load as it goes, doing more or less shunting at every station where a car or two, or perhaps no more than half a car load, may be awaiting it."—Would you be so good as to state what, in your opinion, is, and ought to be, the difference between the rates for through freight and local freight?

It is impossible to arrive at any accurate statement of the difference of hauling through freight, as compared with local; but, as a sort of general estimate of the difference between the two, I would be glad to take through freight at half the rates we ought to have for local freight.

434. Is that estimate based upon the considerations mentioned in your answer to question 177 before Mr. Langton's Commission?

Yes.

435. Have you ever had to consider whether any deduction should be made in railway charges for continuity of service—that is, if I were to apply to you to hire a car every day in the year from Sarnia to Quebec, and every day from Quebec to Sarnia, would you consider that I ought to pay for it the same price that any individual hiring a single car for that distance would be charged?

I have made reductions where large quantities of freight have been given by the same party continuously—but only from competing points.

436. Much more of the freight of the Grand Trunk goes East than West—and the cars travelling Westward go to a considerable extent empty; my question pointed to freight both ways, from East to West and West to East, and I wish to know whether a customer hiring a car for the whole year, in both directions, would not be fairly entitled to a considerable reduction?

The case is so purely a hypothetical one that I do not know how to answer the question.

437. The Post Office stands in precisely that position?

As regards freight, I think that if such a state of things existed I would not be inclined to make any reduction—I mean such a state of things where cars are loaded both ways—because when cars can be loaded both ways by the same merchant in this country, there would be no occasion to depart from the tariff.

438. Can you state what amount of reduction you have made for continuity of business?

I cannot.

439. Can you state whether in making such reduction you have been guided by any ratio, or has it been a mere matter of bargain in each particular case?

It has been guided by circumstances.

By HON. C. D. DAY:—

440. You state, in answer to a previous question, that you think that 2 cts. per ton per mile, in summer, and 3 cts. in winter, would yield a profit upon flour and other rolling freight. Would the same rate be equally remunerative upon freights of another class?

Yes, if we had plenty of them, we could carry profitably nearly every class of goods at those rates.

441. With respect to diminished rates for continuity of business, would not that in all cases depend upon whether the ordinary rates were remunerative?

Yes, it would of course depend upon that.

442. If nothing could be spared from the ordinary rates without a loss, you would make no reduction for continuity of business?

No, I would not make any reduction below what would be a paying rate to the Company.

By MR. WICKSTEED:—

443. When you speak of a paying rate, do you mean a rate which would barely pay expenses and leave something over?—What do you understand by a rate fairly remunerative?

I call a paying rate one that would leave some margin of profits, but I do not call that a remunerative rate. I think that on the Grand Trunk they would require 40 per cent at least beyond expenses to make the road remunerative, as the published receipts now are.

444. Do you think that 2 cents per ton per mile, in summer, and 3 cents in winter, would enable the Company to raise their receipts to 40 per cent. over their expenses?

I think that I might venture to say that those rates, applied to the freight now carried over the road, would make it remunerative to the extent I have mentioned.

445. Less than those rates you think would not?

I think less would not.

446. What would the rate for freight upwards, from Montreal to Toronto, have been at the time you took flour at the rates you have mentioned, I mean freight of the same character as flour?

Probably about the same for rolling freights, such as sugar and tobacco.

447. In speaking of the accidents on the Central Division of the Grand Trunk Railway, do you attribute any part of them to the severity of the climate, or solely to the quality of the iron and bad gradients?

In a great measure to the climate, but I cannot say in what proportion.

448. What is the average load of a freight train on the Central Division?

Probably about 120 tons of freight in winter, and I dare say about 170 to 180, in summer.

449. Can you say what would be the average cost of such a train per mile?

About 70 cents, summer and winter together, but this does not include expenses arising from casualties.

450. Have you had occasion to estimate the additional expense of speed?

Yes I have.

451. I mean, supposing the cost of conveying any quantity of goods at a given speed to be 10, what would be the cost of conveying them at double that speed?

If I would undertake to do it at all, I would ask more than double.

452. You mean then, that any goods conveyed by a passenger train, at double the speed of a freight train, should pay double the price which could be fairly charged for the like goods carried by a freight train?

By any regular passenger train, irrespective of speed, the practice was to ask double

first class rates for any freight carried by such trains; our object in so doing was rather to make the tariff prohibitory. For express goods there was a fixed tariff.

453. Do you think this charge was a fair charge in proportion to the expense?

Yes, carrying freight by passenger trains is always an incumbrance.

BY THE CHAIRMAN:—

454. You entered into some contracts with the American Express Company, when you had the management of the Grand Trunk Company?

Yes.

455. Do you recollect what proportion of the baggage car the Express Company had?

About 10 or 12 feet in length, by the width of the car.

456. Have you any recollection of the rate per ton per mile the Express Company paid?

I have not.

457. Do you know what they now pay?

I do not.

458. I believe it is $3\frac{1}{2}$ cts. per mile; that does not agree with your estimate of the value of such service?

I think it does; they do all their own business; we have no responsibility or labor connected with it except hauling the train over the road.

459. Three and a half cents per mile is not double first class rate?

It is not.

460. What would double first class rate per mile be?

I do not recollect now. I cannot wait for further examination.

Mr. Swinyard's examination resumed.—14th March, 1865.

461. It is under this letter, dated 9th September, 1864, that you are now carrying for the Express Company?

Yes.

“OFFICE OF THE AMERICAN EXPRESS COMPANY,

“Auditor's Department,

“Buffalo, 9th September, 1864.

“Thos. Swinyard, Esq.,

“General Manager of the Great Western Railway,

“Hamilton, C. W.

“DEAR SIR,—We herewith propose the following terms for a new Agreement between the Great Western Railway Company of Canada and the American Express Company:

“1. Daily payment to be \$86.40, in American funds, for the privilege of 8,000 lbs. West and 4,000 lbs. East, of Through Express matter; all excess over the above-mentioned weights to be paid for at the rate of 72 cents per 100 lbs., in American funds.

“2. The above rates to vary with current rates of through freight from New York to Chicago; the basis to be once and a half times Great Western Railway proportion of the Through Freight Rate from New York to Chicago, per 100 lbs., daily payment to be reckoned at 12,000 lbs.

“3. All Express matters between Local Stations to be paid for in Canada funds, at the rate of once and a half times first class local freight rates, based upon the local tariff in operation at the time of the freight being carried.

“4. The weights to be calculated monthly; it being understood that the excess in one direction shall not be offset by any deficiency in the other direction, and that the Local Express matter is not to enter into the calculation of Through business carried.

“5. We to have all the privileges and guarantees, as enjoyed by us under the old contract.

“Trusting that the foregoing terms will meet your approval and result in a mutual satisfactory Agreement, we remain,

“Very respectfully,

“Your obedient servants,

“LIVINGSTON, FARGO & Co.”

462. Will you be good enough to produce a tabular statement of the amounts paid under that contract by the Express Company?

I cannot now; but I will have it prepared and send it to the Commissioners.

463. The tariff furnished to us does not govern through freight?

The through freight being more or less competitive, we are unable to adhere to the tariff in all cases.

464. The evidence submitted to us, with respect to the Grand Trunk Company, is, that the local freight tariff does not at all govern the through freight. Is not that the case upon the Great Western Railway?

It does not govern it, for the reasons given.

465. What do you consider competitive points upon your road?

Toronto, Hamilton, Guelph, London and Sarnia; and Detroit and Suspension Bridge for through freight.

466. I do not observe that the tariff states the rates at all for through freight from Detroit to Suspension Bridge. Can you state your present rates for carrying through freight from those points?

The tariff does not apply between Suspension Bridge and Detroit. Our present rates from Suspension Bridge to Detroit are: per 100 lbs.—1st class, 52 cents; 2nd class, 44 cents; 3rd class, 30 cents; 4th class, 24 cents. The rates from Detroit to Suspension Bridge are: per 100 lbs.—1st class, 54 cents; 2nd class, 46 cents; 3rd class, 41 cents; 4th class, 39 cents. The above rates are the Great Western Company's proportion of the through rates between Chicago and New York.

467. You carry a good deal of through freight between Detroit and Suspension Bridge?

We do.

468. Of what nature?

Produce; principally flour and pork.

469. What is the rate for flour?

Flour comes under class 4 of the above classification, and produces a rate of 39 cents per 100 lbs.; or per ton per mile 3.40 cents.

470. That is the rate at which you are at the present moment carrying flour?

It is.

471. The distance is?

Two hundred and twenty-nine miles.

472. What do you charge during the season of navigation for carrying flour from the same points?

The lowest rate charged for flour in the summer, during the navigation, was 19 cents per 100 lbs., which would be 1.65 cents per ton per mile.

473. The American mail bags and the through baggage from Suspension Bridge to Detroit are put together;—what space is allotted to them?

We give all the space that the baggage and the bags may require—the baggage varies very much. As a rule, an extra baggage car is required to accommodate both the baggage and the mails; that is, the through baggage and the through mails are put in a car by themselves, but the through baggage is much more bulky than the mails.

474. Are you at the present moment carrying flour between Windsor and Toronto?

No.

475. You mention in your statement that you had received on that day, for the first time, a copy of the Order in Council of the 18th September, 1858. Are you aware whether the Company had notice of that Order at any earlier period?

No; there are no records showing that the Order in Council was sent to them. The Order in Council was never sent to them, nor have I been able to find that they received notice of it, beyond a letter addressed by Mr. W. H. Griffin, on the 19th November, 1858, stating that an Order in Council had been passed, but not giving any rate; promising, however, to communicate the Order in a few days.

476. Have you had an opportunity of reading Mr. Brydges' evidence before the Commissioners?

I have.

477. Would you be so good as to glance at his evidence, from question 133 to ques-

tion 143, and state whether you do not think that Mr. Brydges had notice of the Order in Council previous to the date mentioned?

I cannot say, but I notice Mr. Brydges says that the certificate alluded to did not convey to him, at the present date, nor at the time, the idea that the rate had been finally fixed by the Governor in Council.

478. If you had received a certificate from the Postmaster General, at your request, stating: "I hereby certify that an Order in Council has been passed authorizing the payment of \$70 per mile to the Great Western Railway Company of Canada, by this Department, for the carriage of Her Majesty's Mails over the said line of Railway; and that such sum at least will be continued as the allowance per mile to the said Railway, for the performance of the said service"—do you think that such certificate would have conveyed to your mind that an Order in Council had been passed fixing the rate of \$70 per mile?

I should; but I should have remained of the same impression which Mr. Brydges appears to have been under, that, from the peculiar wording of the certificate, the rate had not been finally fixed by the Governor in Council.

479. Is it the practice of your Company to keep copies of official letters to the Post Office Department, respecting the Post Office business?

It is.

480. Will you produce any letter between September, 1853, and 12th August, 1863, complaining of the rate fixed by the Order in Council of September, 1853?

I can produce copies of them during the course of the day.

481. Is there no letter between the 26th March, 1860, and the period when Mr. Brydges ceased to be Managing Director of the Great Western Company?

I have not been able to find any, but there may have been; if so, Mr. Griffin can produce them.

(Mr. Griffin here produces a letter dated 23rd April, 1860, and a copy of the certificate as to Order in Council granted in accordance with the request contained in such letter.)

"GREAT WESTERN RAILWAY,

"Managing Director's Office,

"Hamilton, C.W., 23rd April, 1860.

"MY DEAR SIR,—I wrote to the Postmaster General on the 26th ultimo, for a certificate as to the date at which you begin to pay us at least \$70 a mile for mail service. He has not answered my letter, and I see is off to England. Mr. Irving, whom the letter will introduce to you, if you do not know him already, will call on you when in Quebec. Be good enough to give him the certificate we want, to enable us to get our money from Washington.

"Yours very truly,

"C. J. BRYDGES.

"W. H. Griffin, Esq."

"POST OFFICE DEPARTMENT,

Quebec, 26th April, 1860.

"C. J. Brydges, Esq.,

"Managing Director Great Western Railway,

"Hamilton.

"I hereby certify that an Order in Council has been passed authorizing the payment of a rate of Seventy Dollars per mile, to the Great Western Railway of Canada by this Department, for the transport of Her Majesty's Mails over the said line of Railway, and that the rate so authorized will date from the 1st of April, 1854, and will continue as the allowance per mile to said Railway for the performance of the said service.

"(Signed),

W. H. GRIFFIN,

"Deputy Postmaster General.

"Certified to be a true copy from the Department record of the original certificate granted to Mr. Brydges at his request.

"W. H. GRIFFIN,

"Deputy Postmaster General.

"Post Office Department,

"Quebec, 27th February, 1865."

482. Between the time you became Manager, in September, 1862, and the date of the Order in Council of 12th August, 1863, were there any letters from yourself to the Post Office Department?

I believe I wrote one when the Post Office informed the Company what amount had been placed to their credit, and on that occasion I believe I protested against it as utterly inadequate. I can produce the letter.

483. When you speak of protesting against the rate as inadequate, do you mean the rate of \$70 per mile, or of \$100 per mile?

The rate allocated by the Post Office Department was, I believe, \$70 per mile, and it was to that rate of course that the letter referred.

484. Your accounts were rendered then at the rate of \$100 per mile? That was the amount claimed by your Company?

The accounts were rendered by the Company at \$100 per mile, for the purpose of closing their books at the end of the half year, but it was not the amount claimed by the Company. They were compelled to assume a sum which, as stated in my Memorandum, they could safely calculate upon receiving for the postal service, under the most unfavorable circumstances, when an adjustment should be made.

485. Have you any letter complaining of the rate of \$100 per mile as inadequate?

Yes. Two letters were written prior to August, 1863, of which I will produce copies.

486. Between August, 1863, and the meeting of this Commission, were there any letters from yourself to the Post Office Department, other than those contained in your statement?

No, I am not aware of any.

487. In January, 1861, there was a settlement of the account of the Great Western Company against the Post Office Department, up to September, 1858, in which settlement the Company was credited by the Department at the rate of \$100 per mile?

Yes, it so appears, but under protest.

488. Since the settlement just referred to, the Company has been regularly credited by the Post Office Department with the amount of their account, calculated at \$70 per mile?

I cannot say.

BY MR. WICKSTEED:—

489. The \$60 mentioned in the Express contract you have put in, of 1863, was it paid in gold?

It was paid in gold or its equivalent—but the weight of the local freight was allowed to make up for deficiencies under the six tons of through;—whereas under the new arrangement the two are kept quite distinct, and if 6 tons of through be not carried it has to be paid for, which has been the case several times under the existing understanding. Under the contract of 1863, the local freight was allowed to go in to make up the 6 tons, whereas under the new contract the Express Company pay the \$66 whether they carry the 6 tons or not, and the local freight is paid for separately at 1½ first class rates.

490. You think this difference makes the new contract more advantageous to the Company than that of 1863?

I believe the result will be, on the fall in the price of gold, that the last arrangement will be more favorable for the Company.

491. Do you consider the amount of business done by your Railway to be a fair amount of business?

We have a carrying capacity equal to a very much greater amount of traffic than we have hitherto conveyed; but that which we have carried has not, under the circumstances in which the Company has been placed, enabled us to pay a fair dividend to the proprietors of the Company.

492. Does this arise mainly from deficiency of business, or from the inadequacy of the rates?

In a measure from the inadequacy of some of the rates at which we are compelled to carry. But we have been labouring under great disadvantages, owing to the depreciation of the American currency, which has rendered the through rates, though apparently high, less advantageous to the Company.

493. Your Company has a lease of the Suspension Bridge ?

It has the right to use the Bridge in perpetuity, for a rent which amounts to \$15,000, per annum, in Canadian currency.

494. In what manner are you remunerated for this outlay ?

By the amount of traffic which we carry over the bridge, and which we could not carry if the bridge were not there.

495. Do you charge any separate tolls for passing over the bridge ?

No, not beyond what are included in the through rates and fares.

496. You do include something in that ?

It has been estimated at 25 cents for passengers. But the through fare or rate covers all.

497. Do you know the cost of that bridge ?

I believe six or seven hundred thousand dollars. I cannot speak accurately.

498. The Bridge Company still retains the lower floor of the bridge for the passage of ordinary vehicles and foot passengers, and receives the tolls and profits arising therefrom ?

It does.

BY THE CHAIRMAN :—

499. There is no separate toll paid by any passenger crossing over the bridge, it is included in the general fare ?

Yes.

500. Can you state what proportion the through freight bears to the local freight, on the Great Western ?

About 60 per cent.

501. Has the through freight increased or decreased since 1859 ?

I cannot say off-hand, but for the last half year there has been a considerable decrease.

502. Has the tariff for through freight increased or decreased since 1859 ?

I do not know what the charges for through freight were in 1859, so that I cannot make the comparison.

503. Have the rates for through freight decreased or increased, on the whole, since you have been Manager ?

The rates have considerably increased, but the depreciation of the American currency would probably make the result about equal.

504. I understood you to say that the Company has been suffering from the depreciation of the American currency;—is that correct ?

It is.

505. To what extent ?

For the half year ending 31st January, 1864, the loss on conversion of American currency, was £53,984 sterling, equal, say, to \$270,000.

506. Do you attribute then the falling off in the receipts of the Company to the derangement of the American currency, or to the insufficiency of the rates charged ?

To the derangement of the American currency, in so far as the conversion is concerned; but the aggregate receipts shew a considerable increase.

507. If the charges were paid in gold, there would not be any decrease ?

No; the results would be far better, if we carried the same amount of traffic.

508. Can you state whether the amount of through traffic has increased or diminished during your management; be so good as to look at the half yearly statements ?

I can give you the information, but not from the half-yearly statements before me. I will produce the information you require.

BY MR. GRIFFIN :—

509. Does not the service performed for the Express Company include the carriage of an iron safe ?

It does.

510. Is that weight included in the six tons ?

The contract shews that we carry it free of charge.

By MR. BRYDGES:—

511. The Express contract, that has been spoken of, of 1863, was \$60 per mile, in gold, which included both through and local express freight, and the second contract of 1864, at \$86 per mile, in green-backs, only included the through express freight, and left the local to be paid for in gold, according to the weight carried;—is not that the case?

Yes; I have so stated.

512. The through express freight carried by the Express Company is paid for by the public to them in American currency;—is it not?

It is.

513. And therefore the payment by the Express Company to your Company of their through business in green-backs, is a temporary arrangement to meet the depreciation of the American currency, in the same way as is the case with all your other through traffic?

Yes.

514. The arrangement with the American Express Company was entered into partially for the same reasons that induced the Company to carry the United States mail, namely, as an advertisement for through business?

Decidedly, that formed a material element in the question.

515. Does not the contract with the American Express Company have the effect of bringing to your line a large amount of through freight, which they control through a branch of their establishment?

Yes; from 30 to 60 car loads per week, of freight by freight trains.

516. You know the New York Central Railway?

I do.

517. Are you aware that the main line from Albany to Buffalo is the one over which they send their through express passenger trains?

Yes.

518. Are you aware that between two points on that line, namely, Syracuse and Rochester, they have a loop line, which is used for the accommodation of that district?

I believe they have, but I have never travelled by it.

519. In point of fact, the through passenger trains on the New York Central go by the direct line and not by the loop line to which I have referred?

Yes.

520. Can you tell, from your experience on the Great Western, whether rails break during any period of the year?

Yes; in the summer of 1862, we had 500 broken rails. In the winter of the same year we had 2,003 rails broken, or about 9 miles of rail. In the summer of 1863 we had 648 rails broken, and in the winter of 1863-64, 1,470, or about 8 miles of rail.

521. Do you attribute this breakage to the climate of Canada?—or to what cause?

From the return just given it is manifest that the great difference of the breakage of rails in winter, as compared with summer, shows that the climate of this country is very destructive.

522. With reference to the Suspension Bridge at Niagara Falls, the mails coming into Canada and going out of Canada come across that bridge?

They do.

523. Without any extra cost to the Post Office Department?

Yes; all the English mails for and from Boston and New York, together with the Canadian mails to and from the States, and conveyed by the Great Western, have to pass over that bridge.

524. But, therefore, for the bridge, the Post Office would be put to considerable expense to cross the Niagara river?

Undoubtedly.

525. Is the local traffic in Canada, along the line of the Great Western Railway, in your opinion, sufficient to pay the interest upon the cost of making the railway and the rolling stock?

Certainly not.

526. The local business, such as it is, is competed for both by water and other lines of railway; and that, I presume, has the effect of diminishing the rates which you get for the traffic?

To and from the points where such competition applies the rates have to be reduced.

527. The local trade not being sufficient to pay interest on the cost of making the railways, Canadian Railway Companies are compelled to seek through traffic, which they are obliged to carry for such rates as they can get for it, provided there is any margin of profit left.—Is not that the case?

It is; the Companies I believe would prefer to restrict themselves entirely to their local business, if it were sufficient to return an amount which would pay a reasonable interest on the capital invested.

528. In point of fact, therefore, the rates are fixed, not for the amount of profit they ought to yield, but from the necessities of the position of the railways?

Unfortunately that is so.

By MR. WICKSTEED:—

529. You run night trains on your Railway?

Ycs.

530. The Commissioners find that the Order in Council of 1853 allows one-third more for trains run in the night, and that the American Post Office Act allows the Postmaster General to give 25 per cent. more in cases where one-half of the service is performed in the night.—Do you think there is any good reason for the distinction between night and day trains in these cases, and if so why?

Certainly. If circumstances allowed the Companies to keep their road closed at night, a very heavy expense would be saved, and the risk of accident would be materially lessened.

531. But supposing freight trains to run on the road in the night, as well as passenger trains, would the Postmaster General still have reason to allow more for the carriage of mails by the night trains than by the day?

Certainly.

532. Do you think the allowance made in the United States Act and in the Order of 1853 are fair and just—or should either be increased or diminished?

I consider they are both inadequate.

533. Would the expenses of a night train on the Great Western, in proportion to the receipts, be greater than the expenses of a day train to its receipts, to a greater extent than would be covered by the allowance made by the Order in Council or the United States Act?

Yes, because many of the stations, which might otherwise be closed, have to be kept open, and the expense of a night passenger staff in addition to a day staff incurred.

535. Would not these stations have to be kept open for the freight trains?

No.

536. Would the number of passengers be greater by a night train than by a day?

Locally we should practically get none.

By THE CHAIRMAN:—

537. How many passenger trains go over your line at night?

One night train each way between Suspension Bridge and Windsor, leaving Suspension Bridge at 11.45 P.M., arriving at Windsor at 9.45 A.M. The train from Windsor leaves at 6.45 P.M., and arrives at the Falls at 3.45 A.M.

538. Are these all the trains that run at night between Suspension Bridge and Windsor?

All the passenger trains.

539. Then you have two passenger trains on the road at night?

Yes, one each way.

540. These trains are run to make connection with foreign railways, are they not?

They are.

541. And a considerable part of your through passenger traffic is carried by these trains?

I cannot say what proportion, but I should think the night through travel was less than the day through travel.

542. Can you state the average number of passengers that travel by these trains?
I cannot.

543. You have no doubt that the train is a profitable one, I presume?

We do not, I believe, run it at a loss.

544. How many night freight trains do you run over your road?

One each way; leaving the Falls at 5.30 P.M., arriving at Windsor at 12 noon, of the following day; another leaving Windsor at 6 P.M., arriving at the Falls at 11.45 A.M., of the following day. Besides these there are other two trains (one each way) which partly run at night, one leaving Paris at 9.30 P.M., arriving at Windsor at 9.15 A.M.; one leaving London at 11.10 P.M., and arriving at the Falls at 8.30 A.M.; but these trains are cancelled if there should not be sufficient freight to make up a train.

545. You have then upon the road, between Windsor and Suspension Bridge, two passenger and two freight trains, running through at night, besides a train from Paris to Windsor, and from London to the Falls, that is six trains each night.—Are you obliged to keep a night staff of hands for the service of these trains on the different stations on your road?

For the passenger trains we have to keep a passenger staff at the stations at which they call, being fourteen out of thirty-eight.

546. Are you obliged to have at the other stations, for your freight trains, a night staff?

For the freight trains we are obliged to have such a night staff as will ensure the safe working of the road at all points. I cannot tell from memory at what stations we have a night staff set apart specially for freight business?

547. Will you be good enough to inform me at how many stations between Suspension Bridge and Windsor you are obliged to keep a night staff?

I will have a report prepared and hand it in.

548. Can you give an approximation of the number of stations at which a night staff is kept?

I cannot; I would prefer to submit an accurate statement.

549. Are your rates for freight or passengers higher by your night trains than by your day trains?

No; we could not carry on business in such a manner.

550. Assuming the road to be necessarily kept open at night, do you think the cost of working the trains, either freight or passenger, greater by night than by day?

Yes.

551. To what does the excess amount in your judgment?

I should think from at least 50 to 70 per cent.

552. To what do you attribute that excess of cost of working night trains over day trains?

To the doubling of the staff, to the expense of lighting the various stations and signals, and other incidental expenses attached to night work.

553. I find Sir Rowland Hill, in his examination before the Committee of the House of Commons, was asked this question: "Is it more expensive to work by night than by day?"—to which he replied: "No, the difference is not perhaps material, unless the line would be closed at night but for the circumstance of the Postmaster General requiring that a night train should be run."

I have no faith in Sir Rowland Hill's opinion in judging upon such a question; he has always been found to be advocating the payment of as low a rate as possible to the Railway Companies, for the benefit of his own Department, namely the Post Office.

By MR. CUMBERLAND:—

554. Is not bulk or measurement, as distinct from weight, an element in the classification of freight?

Yes.

555. Then if a customer contracted for the continuous hire and use of a box car, would you charge him upon the basis of the tonnage capacity of the car, or of the loads actually carried?

Upon the former.

556. Then your freight classification implies that bulk freight shall be equalized to tonnage, so that a car shall be made to earn the rates due to its tonnage capacity.—Is that so?

Yes, as far as practicable.

THOS. SWINYARD.

The following are the letters referred to in Mr. Swinyard's Evidence.

“(Copy.)”

“GREAT WESTERN RAILWAY,

“Hamilton, Canada West, 18th November, 1858.

“MY DEAR SIR,—I enclose you a memorandum shewing the running of our trains during the winter. This arrangement will come into effect on the 29th instant.

“We must really come to a settlement in regard to mail service. You now owe us nearly \$100,000, and your default prevents our settling with the Department at Washington, besides keeping open an account with your Government for interest, which we should like to settle.

“Cannot a settlement be arrived at? Five years is a very long time to keep a question of this kind unsettled.

“I am, &c.,

“(Signed),

C. J. BRYDGES.

“W. H. Griffin, Esq.”

“(Copy.)”

“GREAT WESTERN RAILWAY,

“Hamilton, Canada West, 6th January, 1859.

“DEAR SIR,—Referring to your enquiry, as to the service performed by this Company for the Post Office Department, from the 1st January, 1855, to 31st December, 1858, I beg to give you the following information:

“The mails have been carried as follows: On the main line, from the 1st January, 1855, to 31st December, 1858, a Post Office distributing car has been attached daily to one through express train East and West, and for the same period mail bags have been sent daily East and West, in charge of baggage men, on one or other through express train, making four trips daily throughout the whole length of the main line.

“In addition to the above, commencing 19th May, 1856, newspaper bags have been sent from Toronto and Hamilton by the morning Express Train West.

“From the 3rd August, 1857, to 31st December, 1858, a Post Office distributing car has been attached to the accommodation trains between London and Suspension Bridge.

“From the 29th November, 1858, to 31st December, 1858, a distributing car has also been attached to the morning train from Hamilton to London, and the return train from London to Hamilton.

“On the Toronto branch a Post Office distributing car has been attached to all passenger trains, since the opening of that line on 3rd December, 1855.

“On the Galt Branch, for 6 months, a mail clerk was employed; then, from 1st July, 1855, to 28th December, 1857, our baggage man acted as mail conductor.

“From the opening of the line through to Guelph, on the 28th September, 1857, to 31st December, 1858, a Post Office distributing car has been attached to all trains between Harrisburg and Guelph.

“On the Berlin Branch our baggage men attended to the Post Office business.

“Trains between Sarnia and London have a Post Office distributing car.

“The actual service performed by Post Office distributing cars, which, however, only forms part of the entire mail service on this Railway, is as follows:—

“MILEAGE OF POST OFFICE CARS.

“MAIN LINE.

“From 1st January, 1855, to 3rd August, 1857, daily mileage, 458 miles.—

Miles run..... 321,514

" From 3rd August, 1857, to 31st December, 1858, daily mileage, 696½ miles —Miles run.....	308,449½
" From 29th November to 31st December, 1858, a further daily mileage of 152 miles.—Miles run.....	4,256
Total miles run on Main Line.....	694,219½
" GUELPH BRANCH.	
" From 8th September, 1857, to 31st December, 1858, daily mileage, 110 miles —Miles run.....	48,120½
" TORONTO BRANCH.	
" From 3rd December, 1855, to 3rd November, 1856, daily mileage, 226½ miles.—Miles run.....	65,005
" From 3rd November, 1856, to 5th July, 1858, daily mileage, 302 miles.—Miles run.....	157,342
" From 5th July, 1858, to 29th November, 1858, daily mileage, 312 miles.—Miles run.....	38,688
" From 29th November, 1858, to 31st December, 1858, daily mileage, 234 miles.—Miles run.....	6,552
	267,587
" SARNIA BRANCH.	
" From 27th December, 1858, to 31st December, 1858, daily mileage, 122½ miles.—Miles run.....	612½
" Total mileage, from 1855 to 1858.....	1,005,539½

" Very considerable service has been rendered beyond that of the Post Office distributing car.

" This car is an entirely extra one on the train, and but for your requirements could be dispensed with, saving the Company a very large annual expense.

" Clerks are also, as you are aware, carried free of charge in those cars, besides many of the officers of the Department being carried free on the Company's trains.

" I believe there are now 12 Post Office Clerks travelling on this line daily, in the distributing cars, whose fares as ordinary passengers would amount to a considerable sum. I hope this is the information you want. You do not ask any particulars prior to 1st January, 1855, but you are of course aware that mails were carried prior to that date.

" Yours very truly,

" (Signed,)

C. J. BRYDGES,

" Managing Director.

" Gilbert Griffin, Esq.,
" P. O. Inspector,
" London."

" (Copy.)

" GREAT WESTERN RAILWAY,

" Hamilton, C.W., 23rd February, 1859.

" SIR,—I beg to hand you this Company's account for the conveyance of Mails up to the 31st December, 1858, showing a balance due of \$97,676.52.

" I may take this opportunity of repeating that the rate per mile charged is an inadequate remuneration for the service performed, and is very considerably less than the sum allowed by the United States Post Office Department to the Railway Companies running in connection with this Railway.

" I am, Sir,

" Your obedient servant,

" (Signed,)

C. J. BRYDGES,

" Managing Director.

" Hon. S. Smith,
" Postmaster General."

"THE HONORABLE THE POSTMASTER GENERAL OF CANADA,

"DR. To the Great Western Railway Co.

"For mail services performed by the said Company as under:—

"1858.	To balance of account rendered 22nd July, 1859	\$82,895 05	By balance, \$97,676 52
"Dec. 31.	To the conveyance of mails over Main Line and Branches, for the six months ending 31st Dec., viz.:		
	Over Main Line, 229 miles @ \$100 per mile per annum	11,450 00	
	Over Toronto Branch, 38 miles @ \$100 per mile per annum.	1,900 00	
	Over Galt Branch, 12 miles @ \$100 per mile per annum.....	600 00	
	Over Guelph Branch, 15 miles @ \$100 per mile per annum.	750 00	
	Over Sarnia Branch, 51 miles, from 27th to 31st Dec., 1858, 5 days, @ \$100 per mile per annum.....	81 47	
		<u>\$97,676 52</u>	<u>\$97,676 52</u>

"1859.

"Jany. 1. To balance brought down \$97,676 52

"HAMILTON, C. W.,
"23rd February, 1859.

"(Copy.)

"GREAT WESTERN RAILWAY,
"Hamilton, Canada West, 7th March, 1860.

"SIR,—Referring to the conversation I had with you in Quebec, about giving us credit on account of services rendered by this Company to the Post Office Department, I have now, on the part of this Company, to request that you will be good enough to pay to the Receiver General the sum of \$114,581.13, due by this Company for interest on the loan made to this Company for the half-year ending 31st December, 1856, and charge the same as a payment to us for Post Office services. This need not affect the question of the rate per mile you will have to pay us. The amount will simply be carried to our credit, leaving the balance of the account between us to be settled hereafter.

"I am, &c.,

"(Signed),

C. J. BRYDGES,
"Managing Director.

"W. H. Griffin, Esquire,
"Deputy Postmaster General, Quebec."

"(Copy.)

"GREAT WESTERN RAILWAY,
"Hamilton, Canada West, 26th March, 1860.

"DEAR SIR,—You were good enough to give me a certificate, dated 29th February, 1860, that an Order in Council had passed, fixing the rate of payment for mail service by Railways at \$70 a mile. I sent this certificate to Washington to obtain payment of the account due this Company for carrying mails for the United States, and they return it to me for a further certificate to the effect that the rate of \$70 a mile will be paid from 11th April, 1854 (the date we began to carry the United States mails), to the 31st December, 1859, up to which date our account was rendered.

"Will you be kind enough to send me the additional certificate thus required, to enable me to get the money due to us at Washington. Your early compliance with this request will bestow a great favor on,

"Yours faithfully,

"(Signed),

C. J. BRYDGES.

"Honorable Sydney Smith,
"Postmaster General, Quebec."

“(Copy.)

“ GREAT WESTERN RAILWAY,
Hamilton, Canada West, 10th November, 1860.

“ SIR,—I beg to acknowledge the receipt of your letter of the 8th instant, and with reference to the payment of the interest upon the Provincial Loan to the Company, have to refer you to my letter of the 25th February, 1860, to the Finance Minister, and to the action of the Executive Council thereon.

“ I have also to say that the Company has a very large account against the Government for the conveyance of mails. At the very inadequate rate hitherto charged this amounts, up to 31st ult, to \$160,926.52 cents.

“ The great depression of business in Canada during the last three years, aggravated by the loss of traffic caused by the construction of parallel lines, part of the cost of which has been provided by the Government without interest, places it out of the power of this Company to pay interest upon the loan from the Provincial Government.

“ I am, &c.,

“ T. D. Harington, Esquire,
“ Deputy Receiver General.”

“(Signed,) C. J. BRYDGES,
“ Managing Director.

“(Copy.)

“ GREAT WESTERN RAILWAY,
“ Hamilton, Canada West,
“ 2nd February, 1861.

“ T. D. Harington, Esquire,
“ Deputy Receiver General, Quebec.

“ SIR,—I have the honor to acknowledge receipt of your letter (No. 698) of the 28th ult., enclosing copy of an Order in Council, dated 24th December last, passed on the recommendation of the Honorable the Receiver General, and providing that the amount acknowledged by the Post Office Department to be due to this Company for mail service should be paid over by the Postmaster General to the Receiver General, to the credit of this Company.

“ Your letter further informs me that the sum of \$143,747.08, being the arrears stated to be due to this Company for mail services, had, in conformity with the Order in Council, been paid over by the Postmaster General to the public chest, on account of this Company.

“ In reply, I am instructed to state that the amount acknowledged by the Postmaster General to be due to this Company for mail services does not in any way correspond with the Company's accounts, even at the very inadequate rate originally contemplated for that service, and I am to inform you that it is the intention of the Directors of this Company, at an early date, to make application to the Government that the rate may be considerably increased for services already performed, and made a fair equivalent for that service in the future.

“ I have, &c.,

“(Signed,) W. C. STEPHENS,
“ Secretary.”

“(Copy.)

“ GREAT WESTERN RAILWAY,
“ Hamilton, 19th January, 1863.

“ SIR,—I have the honor to acknowledge the receipt of your letter of the 12th instant, in which you advise me that the Postmaster General has been pleased to place the sum of \$24,150 to the credit of the Great Western Railway Company, as payment for the Mail Service performed by the Railway for the year 1862.

“ Having only recently assumed the management of the Great Western Line, I am not fully aware how far the question of payment for services rendered to the Post Office stands between your Department and the Company.

“ I am informed however that the amount hitherto and now credited to us is so inadequate that it is impossible for the Company to be satisfied with it as a fair remuneration for the services they have performed.

“ I am, &c.,

“(Signed,) THOS. SWINYARD.

“ W. White, Esquire,
“ Secretary, Post Office Department, Quebec.”

15th March, 1865.

ALFRED BRUNEL, Esquire, sworn and examined.

By THE CHAIRMAN:—

557. You were the Manager of the Northern Railroad for some time?

I was Manager for three years.

558. Have you ever considered what would be the reasonable rate for the Post Office Department to pay for the service performed for it by the Great Western Railway.

I made some calculations in relation to it, based on the published returns of the Company.

559. Would you be so good as to state the process by which you arrived at the price to be paid for the service, and what that price was?

I made the following calculations as to the value of the service on the Great Western Railway. They are based on the principle of paying for the Postal compartment at the same rate, weight for weight, as the other parts of the train are paid for by the general public.

1st.—Average number of passengers carried in each car.

Total passenger mileage.....	19,763,737
Mileage of 1st class cars.....	894,714
2nd "	303,986
	<u>1,198,700</u>

The average number of passengers travelling in each car was, therefore, 16.189.

2nd.—Average number of cars in each train.

Passenger train mileage.....	= 272.070
Mileage of 1st class cars.....	894,714
Average number of 1st class cars in each train.....	= 3.288
Mileage of 2nd class cars.....	303,986
Average number of 2nd class cars in each train.....	= 1.117
Mileage of Post Office, Express, baggage and conductors' cars.	727,837
Average number of P. O., &c., cars in each train.....	= 2.675
	<u>7.080</u>

Total average No. cars in each train.....

3rd.—Average weight of cars in each train.

The Company has twice as many 8-wheel passenger cars as it has of the 12-wheel cars. I may therefore average the weight of that class of cars as follows:

2 Eight-wheel cars.....	each 30,000 lbs.	60,000 lbs.
1 Twelve do		37,000
		<u>97,000</u>

Average weight..... 32,333

The average weight of 2nd class cars is stated to be 20,000 lbs.

Eight-wheel baggage cars are returned as weighing 20,000, while 12-wheel cars are said to weigh 30,000 lbs. each.

The Company had in stock an equal number of each of these classes of cars, the average weight may therefor be stated at 25,000 lbs.

4th.—The DEAD weight in the train will therefore be:—

3.288—1st class cars.....	@ 32,333 lbs.	= 106,310 lbs.
1.117—2nd do	20,000	22,340 "
2.675—Baggage, &c.....	25,000	66,775 "

Total dead weight..... 195,425 lbs.

As one-third of a baggage car is allotted to the Post Office, its weight is 8,333 lbs. and therefore = .0426 of the whole dead weight.

Deducting the weight of the Postal compartment, the weight of the remaining part of the train will be = 187,092 lbs.

5th.—The weight of the train AND its load.

The weight due to passengers may be closely approximated by allowing 125 lbs. as the weight of each, and 50 lbs. of baggage with each passenger.

The weight of foreign mail and express matter cannot be stated with any great degree of certainty. The capacity of the car space available for carrying it—after deducting the Postal compartment and the weight of passengers' baggage—is equal to 43,203 lbs.

The earnings from foreign mails and express matter were \$22,209.06=8.163 cents per passenger train mile. By the highest tariff for freight named by Mr. Swinyard, in a letter addressed to Mr. Mowat, the weight carried for this rate would be less than a ton—(.8163)—but it seems absurd to suppose that so large a carrying capacity would be moved continuously for so small a quantity; we must therefore assume either that foreign mail matter and express matter is carried at very low rates or that the space is much more nearly occupied by passengers' baggage. It is assumed, therefore, that for one or other of these causes the space is occupied to at least one-fifth of its whole extent, and that foreign mail matter, express matter and passengers' extra baggage will together amount to not less than 3,640 lbs. From this data we have the following result:

Dead weight of train.....	187,092 lbs.
72.63 passengers @ 125 lbs. each.....	9,078 "
Baggage with do	3,631 "
Express matter, extra baggage and foreign mail matter.....=	3,640 "

Weight of train and load, minus the P. O. compartment.....=208,441 lbs.

6th.—As above stated the passenger train mileage was 272,070 miles.

The earnings of passenger trains were\$548,959 00

Of which \$14,559.10 were from local mails, leaving the earnings from other services as..... 534,400 00

The earnings per train mile were therefore.....\$1.9642 cents.

7th.—And the Company carried the weights above arrived at for the following rates, at a speed of 24 miles per hour:—

The paying load at .0092 cents per lb. per mile.

The train and the paying load at .00094233 cents per lb. per mile.

Or—stating the rate at per ton per mile:

The load pays at 18.4 cents per ton per mile.

The dead weight and the load pays at 1.88466 cents per ton per mile.

8th.—I have estimated the weight of the train apart from the Post Office compartment at 187,992 lbs. and its load is estimated as follows:—

Passengers.....	9078 lbs.
Baggage.....	3631 "
Express, &c.....	8640 "

21349 lbs.

And I have shewn that the weight of the Postal compartment is = 8,333 lbs.

If the postal compartment is loaded proportionately with the other parts of the train, the following ratio will explain the load:

As 187,092 lbs. : 21,349 lbs. :: 8,333 lbs. : 950.8 lbs.

9th.—950.8 lbs. is therefore the load of the postal compartment, for which the Department ought to be debited. Therefore—

The postal compartment and its load = }
 8,333 lbs. + 950.8 lbs. = 9283.8 lbs. } @ .00094233 cts. per lb. = 8.748 cts.
 per mile run; or—

The load of the postal compartment = }
 950.8 lbs. } @ .0092 cents per lb. = 8.747 cents
 per train mile.

10th.—And the rate thus arrived at is equivalent to \$54.76 per mile per annum, for a single service.

11th.—It may be here remarked that the above calculations are based on averages spread over the whole transactions of the Company during the half year. It may be proper to make some distinction between the payment made for mails carried in slow trains, and the payment made for those which are carried in fast Express trains, for it is on all hands admitted that matter is carried over Railways at a cost in some proportion to the speed at which it is moved, though the exact ratio is not settled.

The following calculations, relative to the movement of freight trains and freight on the Great Western Railway, will give some clue to the value which Railway Managers attach to the movement of matter at freight train speed, in comparison with the cost of its more rapid movement by passenger trains.

12th.—The Company's Reports do not give the mileage of the freight tonnage, except as to merchandize. The mileage of live stock is given with reference to each head, and from this the following estimate of the mileage of one ton is made :

		Equivalent mileage of one ton.
Merchandize, mileage of one ton.....		28,475,418
Vehicles, mileage of one.....	16,341=	8,170
Horses " ".....	192,488=	96,244
Cattle " ".....	12,480,489=	4,160,163
Calves " ".....	38,439=	6,406
Sheep " ".....	4,338,135=	289,269
Pigs " ".....	32,160,517=	3,216,051
Local, approximated from earnings.....		122,010
Total mileage of one ton.....		36,374,731

13th.—The mileage of freight cars was 7,773,465, therefore the average load of each car was 4.679 tons, and if we consider the average capacity of each as 10 tons, they were loaded to .4679 of that capacity.

14th.—The mileage of freight and stock trains was 438,982 miles, which gives an average load per train of 82.859 tons loaded in 17.407 cars.

15th.—The total earnings by the freight trains was \$885,372.15, therefore the earnings per train mile were 201.68 cts. or 2.434 cents per ton per mile.

16th.—In the Report of the Railway Commissioners for 1860, at p. 166, I find a statement in relation to the Great Western Railway Stock, signed by Mr. Sharpe, Superintendent of the Car Department, from which I gather the following particulars relative to weights of cars. From this statement it appears that the Company's freight stock then consisted of the following :

830 Box freight cars, each weighing.....	18,500 lbs. =	15,355,000
94 " " ".....	12,000 " =	1,128,000
240 Platform cars, " ".....	18,000 " =	4,320,000
6 Timber " ".....	38,000 " =	228,000
6 " " ".....	8,000 " =	48,000
31 Conductors' cars ".....	20,000 " =	620,000
1207.....		21,699,000

The average being 17,976 lbs.

17th.—The average weight of a freight train with its load will therefore have been as follows :—

17,707 Cars, each 17,976 lbs.....	=	317,189 lbs
82,861 Tons of freight.....	=	165,722 "

Total..... 482,911 "

18th.—And since the average earnings per train mile have been \$2.0168, it follows that the Company received for hauling these weights at a speed of twelve miles per hour :—

19th.—For the paying load, .001217 cents per lb. per mile, and for the dead weight and load together, .00041763 cents per lb. per mile.

20th.—Or,—stating the rate at per ton per mile :

The load pays.....	2.434 cents per ton per mile
The dead weight and load together pay.....	.83526 " "

21st.—Comparing these figures with the parallel ones arrived at in respect of the passenger trains, we have the following :

The load in freight trains, traveling at 12 miles per hour, pays 2.434 cents per ton per mile.	} and {	The load in passenger rains, traveling at a speed of 24 miles per hour, pays 18.4 cents per ton per mile, being an advance of 655.9 per cent.
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The load and dead weight, moving at the speed of 12 miles per hour, pays at the rate of .83526 cents per ton per mile.	} and {	The load and dead weight, moving at a speed of 24 miles per hour, pays at the rate of 1.88466 cts. per ton per mile, being an advance of 125.6 per cent.
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The statistics on which the preceding calculations are based will be found in the report of the Directors for the first half of 1863, except as otherwise noted.

22nd.—An approximation to the value of the postal compartment may be reached by another line of argument, thus :—

23rd.—According to the figures given in the Directors' report, the earnings exclusively from passengers, amounted to 2.59 cents per passenger, per mile.

The whole earnings by the passenger trains, minus the receipts for carrying Canada Mail matter, were \$534,400, of which sum \$22,209 was earned by the carriage of Foreign Mail matter, and Foreign and Local Express matter.

25th.—It seems just to debit the exclusively passenger traffic with a portion of the train in proportion to the earnings derived from that traffic. And since the whole weight of the train, minus the Post Office Compartment is 187,092 lbs. the following ratio will be approximately correct :

As the whole earnings are to the whole dead weight of the train, so are the earnings from Foreign Mail matter and Local and Foreign Express matter to the dead weight of train appropriated to the conveyance of that matter, or :—

As \$534,400 : 187,092 lbs. :: \$22,209 : 7,775 lbs.

26th.—This deducted from the dead weight of the train (187092—7775), we have 179,317 lbs. as the dead weight hauled exclusively for passenger traffic service.

27th.—And since the trains carry on an average 72.63 passengers, and the weight of the Postal compartment is 8,333 lbs., we have the following ratio : As 179,317 lbs. : 72.63 passengers :: 8,333 lbs. : 3.37, the number of passengers due to the capacity of the postal compartment.

28th.—And $3.37 \times 2.59 = 8.72$ cents per train mile, which is the value of the postal service = \$54.58 per mile per annum for a single service.

560. Have you made any calculations respecting the Grand Trunk Railway Company, similar to those you have just submitted with respect to the Great Western ?

I have made some calculations, but because the printed returns of the Grand Trunk Company do not afford the same data as the Great Western returns, I have not been able to make my calculations take exactly the same form.

561. Be so good as to state your calculations respecting the Grand Trunk.

My calculations proceed on the basis of such general traffic rates as would make the road profitable if the traffic on the Railway were approximated to its full capacity.

I assume as the maximum mileage, figures proportionate to what has been already reached on some American road doing a profitable business and paying interest on its capital. I select the New York Central :

The mileage of 1861, of all descriptions of trains, was 4,577,786.

The length of the road is..... 555.88 miles

The length of the Grand Trunk is taken at..... 1068 " "

And as 555.88 : 1053 :: 4,577,786 : 8,775,411 miles, the proportionate mileage for the Grand Trunk.

So far as I can ascertain from the Report of the Railway Commissioners for 1861,

the interest on the cost of the Grand Trunk, minus the aid granted by the Province, together with the annual payments on the leased lines, amounts to about \$2,621,894 to meet which requires a profit over working expenses on the above train mileage of 29.6 cents per mile.

In the report above quoted I find stated the cost of the undermentioned services :

	cts.
Fuel per mile run by engines.....	8.41
Engine repairs do do	8.06
Cars do do do	0.99
Repairs of permanent way and track.....	24.72
	42.18

To which must be added the costs of various other services, such as porters, switchmen, oil, waste, conductors, brakemen, enginemen, firemen, general expenses, superintendence, &c., &c., which I have collated from the returns of the New York and Erie Road, because they are not given in any Grand Trunk returns within my reach. They were as follows :

	cts.
Porters, switchmen, and attendance per train mile.....	1.68
Passenger conductors, brakemen, &c., do	4.91
Do Enginemen and firemen do	5.23
Do Oil, waste, and tallow for engines do	1.66
Do do do do cars do .....	.24
General expenses, superintendence, telegraph, and damages to persons and property.....	4.05
Repairs of buildings and taxes, &c.....	4.69
	22.46
Items from Commissioners' Report as above.....	42.18
	64.64
Total cost of operating.....	64.64
And adding thereto the toll as stated.....	29.60
	94.24

The earnings per train mile required to give a profit sufficient to }
 meet the interest, &c., on capital will be: }

Referring again to the Railway Commissioners' Report, I find the average number of cars running in the passenger trains of the Grand Trunk Railway in 1860, stated as 4.16, which number, I suppose, will have been made up as follows :

- 2.16 passenger cars,
- 1 baggage car,
- 1 Post Office and baggage car.

By the average weights of the cars, as given in the same report, the weight of such a train (exclusive of engine and tender), will be as follows :

1 Post Office and baggage car.....	30,248 lbs.
2.16 Passenger cars.....	58,320 "
1 Baggage car.....	26,600 "
	115,168 lbs.

It is stated in the Blue Book laid before Parliament in 1863, containing Grand Trunk papers, that the average weight of the Post Office compartment is 10,682 lbs., which is somewhat greater than a third of the weight above stated, a difference which may in some measure be due to the Post Office fittings. This weight is equivalent to .092 of the whole weight of the train.

Therefore the payment for the Post Office compartment should apparently be .092 of the train earnings above arrived at, or 8.67 cents per train mile.

562. Have you made any calculations based upon the actual earnings of the road?

I made a set of calculations based upon the earnings of the road for the last half of 1862, and on the returns as to weight and composition of trains referred to in the previous calculations.

563. Will you be so good as to state those calculations?

These calculations proceed on the assumption that the Post Office should pay for the weight of the Post Office compartment a rate proportioned to what is paid for the other parts of the train by the general public.

For the last half of 1862, the earnings for Passengers, Mails and Express are stated to have been as follows :

Passengers.....	£127,180	0	5 stg.
Mails and Express.....	23,374	18	0
Baggage.....	986	2	5

£151,541 0 10 stg., or in dol-

lars \$737,499 69.

I have separated the Express earnings from the Mail earnings, by deducting the last account rendered by the Railway Company, 5th October, 1861, at \$110

per mile..... = \$44,305

And the amount paid for special service which appears to have been charged for the half year at..... 10,000

Making together..... \$54,305

from the £23,374 18s. 0d. stg., = \$113,757.84, earned from Mails and Express, which leaves the sum of \$59,452.84 as the earnings from Express, and:—

The earnings exclusive of earnings from Mails were \$683,194.69.

The mileage run by passenger trains in the half year referred to above, was 419,228, but as it appears that the earnings from the passengers carried in the "mixed trains" has been included in the general passenger earnings above given, some portion of the mixed train mileage must be added to the passenger train mileage. I have endeavored to approximate the mileage to be so added by the following method:—

The Railway Commissioners' Report for 1861 gives the average number of cars running in the mixed trains as 13.5, and I assume that the trains may have been composed as follows :

- 1 Baggage and P. O. car.
- 1 Passenger car.
- 11.5 Freight cars.

Taking the average weight of the several descriptions of cars from the same Report, the weight of the train (exclusive of engine and tender), will have been:—

1 Baggage and P. O. car.....	30,248 lbs.
1 Passenger car.....	27,000
Weight of passenger portion.....	57,248
11.5 Freight cars.....	201,250

The total weight of the train..... = 258,498

And that part of it run for passenger account is therefore = 221 of the whole train. And since the mixed train mileage was (page 26) 339,127, the portion of it which I must add to the ordinary passenger train mileage, will be 74,947, and this added to 419,228, = 504,175, the mileage due to the passenger service, and since the earnings from that service were \$683,194.69, the earnings per mile were = 135.5 cents.

In 1860, when the gross earnings of the passenger trains were 130 cents per train mile, the average number of cars in a train was returned at 4.16. For the half year ending 31st December, 1862, the gross earnings were about 146 cents. It may be assumed therefore that the average number of cars in each train was also increased probably to five in a train.

Taking the weight of cars from the Railway Commissioners' Report, the composition and weight of the trains may be estimated as follows:

2 1st class passenger cars.....	54,000
1 2nd do do	24,300
1 Baggage and P. O. car.....	30,248
1 Baggage car.....	26,600
Total weight of train.....	135,148

The Book of 1863, containing G. T. papers, gives the average weight of the P. O. compartment at 10,682 lbs., it is therefore equal to .0789 of the whole weight of the train, and as the earnings per train mile were 135.5 cents, the value of the P. O. compartment appears to have been 10.69 cents per train mile.

564. Mr. Brydges, in his answer to question 13, estimates the earnings of passenger trains for the first half year of 1864, at \$1.12 for passenger trains, and \$1.44 for freight trains;—at what rate would you estimate the price to be paid by the Post Office Department on that basis?

Based on the passenger train earnings it comes to \$8.83 cents.

565. Have you made any calculation with respect to the Northern Road?

As far as the returns enabled me to do so, I made calculations on the same general principles, that is on the actual earning of the road and the weight of trains; and the result arrived at was \$50.72, for a single service, per mile per annum. The calculations in reference to this road are not in such form as will permit of their being put in, but I can put them in form for to-morrow if desired.

Examination of Mr. Griffin, resumed—16th March, 1865.

By THE CHAIRMAN:—

566. Can you now state the nature of the service performed by the New York Central Railway for the Post Office Department of the United States?

I have procured the returns of the frequency and average weight of the mails sent and received daily on the New York Central Road, and which I now produce:

STATEMENT of Total Weight of Mail Matter passing over the New York Central Railway, as despatched from and received at Albany and Troy, with proportion of weight by distributing Post Office Train, and by other Trains respectively, for week ending 7th March, 1865.

	BY DISTRIBUTING POST OFFICE TRAIN.	BY OTHER TRAINS.*
	lbs.	lbs.
Total Despatched from Albany and Troy.....	1050	70110
Total Received at Albany and Troy.....	1200	24353
TOTAL.....	2250	94463
Per day....	322	18494

*Including Sunday Trains carrying Mails.

Weight of Mails despatched from Albany by the New York Central Railway, from 1st to 7th March, 1865 (exclusive of Sunday).

DATE.	HOURS OF DEPARTURE OF TRAINS.						TOTAL.
	Local. 7.00 A.M.	Trav. P. O. 9.30 A.M.	Through. 1.00 P.M.	Local. 5.15 P.M.	Through. 6.00 P.M.	Through. 11.00 P.M.	
March 1	755	175	3145	155	1800	1597	7627
" 2	720	175	4727	462	850	2520	9454
" 3	890	175	2930	170	1369	1730	7264
" 4	845	175	3124	160	1754	1380	7438
" 6	600	175	900	90	1971	1600	5386
" 7	465	175	2236	140	1725	1730	6471
Total.....	4275	1050	17062	1177	9469	10557	48590
Av'g. daily weight...	712½	175	2844	196	1578	1759	7264½
Sunday 5..						570	

By *Through* and *Local* Trains not carrying a *Distributing Post Office*.

At 7.00 A.M.	712½
At 1.00 P.M.	2844
At 5.15 "	196
At 6.00 "	1578
At 11.00 "	1759
	7089½

Add estimated Weight of Mails.

via Troy..... 4500

By Train carrying *Distributing Post Office*,
at 9.30 A.M..... 175

11764½

Weight of Mails received at Albany by New York Central Railway, from 1st to 7th March, 1865 (exclusive of Sundays).

DATE.	HOURS OF ARRIVAL OF TRAINS.					TOTAL.
	6.35 A.M.	9.10 A.M.	2.30 P.M.	4.00 P.M.	9.00 P.M.	
March 1	820	654	200	660	570	2844
" 2	740	230	200	630	990	2799
" 3	420	680	200	620	530	2450
" 4	450	994	200	345	770	2759
" 6	620	25	200	290	570	1705
" 7	1060	480	200	510	510	2760
Total.....	4110	3063	1200	2995	3940	15308
Average daily weight....	685	510	200	499	606	2550
On Sunday, 5	570	675				

TOTALS.		lbs.
By <i>Through Trains</i> .		
At 6.35 A.M.	.....	685
At 9.10 " "	.....	510
At 4.00 P.M.	.....	499
At 9.00 " "	.....	656
		—2350
Add estimated weight of mails <i>via</i> Troy	.....	1509
		—3850
By Travelling Post Office, at 2.30 P.M.	.....	200
		4950

567. What is the rate paid by the Post Office Department for the service?

Two hundred dollars per mile of railway per annum.

568. Have you prepared a return of the services at present performed by all the Railways in this Province for the Post Office Department?

Yes, as the service was performed in February. I now produce it:—

STATEMENT OF POSTAL SERVICE AT PRESENT PERFORMED BY THE SEVERAL RAILWAYS IN CANADA.

GRAND TRUNK.

Quebec and Rivière du Loup (en bus).

One daily service each way by mixed train, leaving Quebec and Rivière du Loup respectively at 9.30 A.M., with travelling Post Office and Railway mail clerk in charge.

Quebec and Montreal.

One service each way by night Express passenger train, leaving Montreal and Quebec respectively at 10.10 P.M. and 7 P.M., with travelling Post Office and Railway mail clerk in charge, connecting with day train from and for Toronto.

Second service each way between Montreal and Richmond only by day train, leaving Montreal and Richmond respectively at 8 A.M. and 9.30 A.M., with travelling Post Office and Railway mail clerk in charge.

Bags are also sent between Montreal and Richmond only by the mixed train, leaving Montreal at 2 P.M. daily.

Richmond and Boundary Line.

One service each way daily by mixed train, leaving Richmond and Boundary Line respectively at 3 P.M. and 6.55 A.M., with travelling Post Office and Railway mail clerk in charge. Bags are also sent in charge of the Company's servants by the train leaving Richmond at 6 P.M. daily.

Montreal and Toronto.

One service each way by day Express passenger train, leaving Montreal and Toronto respectively at 8 A.M. and 6.30 A.M., and connecting with the train from and for Quebec, with travelling Post Office and Railway mail clerk in charge.

Second service each way by night Express passenger train, leaving Montreal and Toronto respectively at 8.15 P.M. and 5.30 P.M., with travelling Post Office and Railway mail clerk in charge.

Toronto and London.

One service each way by day passenger train, leaving Toronto and London respectively at 3.40 P.M. and 6.45 A.M., with travelling Post Office and Railway mail clerk in charge. Bags are also sent each way daily by trains leaving Toronto and London respectively at 7.45 A.M. and 11 A.M.

Stratford and Sarnia.

One service each way by day Express passenger train, leaving Stratford and Sarnia respectively at 1.05 P.M. and 8.45 A.M., with travelling Post Office.

Montreal and St. Armand Station (Province Line), with Branch from St. Johns to Rouse's Point.

1. One service each way by day Express passenger train, leaving Montreal and St. Armand Station respectively at 3 P.M. and 7 A.M., with travelling Post Office and Railway mail clerk in charge.

2. Bags are also sent daily by passenger train from St. Armand Station at 7.05 P.M. to Montreal, in charge of Company's servants.

3. Bags are sent each way once daily between St. Johns and Rouse's Point by Express passenger trains, leaving those places respectively at 4.30 P.M. and 6.15 A.M., in charge of the Company's servants.

4. Bags are sent daily from Montreal to St. Johns by Express train at 8 A.M., in charge of Company's servants.

Montreal and Province Line, viâ Lachine.

Bags are sent daily once each way by Mixed train, leaving Montreal and Province Line respectively at 3 P.M. and 7.30 A.M., in charge of the Company's servants.

Bags are also sent once each way daily between Montreal and Lachine by Express passenger trains, leaving the above stations respectively at 7 A.M. and 4 P.M., in charge of the Company's servants.

GREAT WESTERN RAILWAY.

Clifton and Windsor.

One service each way daily by Express passenger train, leaving Clifton and Windsor respectively at 7 A.M. and 11.15 A.M., with travelling Post Office and Railway mail clerk in charge.

Second service each way daily between Clifton and London by passenger train, leaving Clifton and London at 3.05 P.M. and 6.20 A.M. respectively, with travelling Post Office and Railway mail clerk in charge. Bags, in charge of the Company's servants, are also sent daily each way between Clifton and Windsor by trains (Express passenger), leaving those places respectively at 11.45 P.M. and 6.45 P.M., once daily from Windsor to Clifton by Express passenger train leaving Windsor at 7.30 A.M., and once daily from Hamilton to London by day Express train leaving Hamilton at 2.10 P.M., also once daily each way from London to Appin.

London to Sarnia.

One service each way daily by mixed passenger train, leaving London and Sarnia respectively at 5.15 P.M. and 7.50 A.M., with travelling Post Office and Railway mail clerk in charge.

Hamilton to Toronto.

One service each way daily by Express passenger train, leaving Hamilton and Toronto respectively at 9.45 A.M. and 6.45 A.M., with travelling Post Office and Railway mail clerk in charge.

Bags, in charge of the Company's servants, are also conveyed once each way daily by mixed passenger trains, leaving Toronto and Hamilton respectively at 3.30 P.M. and 7.25 P.M.

Guelph and Harrisburg.

Two services each way daily by mixed trains, leaving Guelph at 7.30 A.M. and 4.20 P.M., and Harrisburg at 10.05 A.M. and 6.50 P.M., with travelling Post Office and Railway mail clerk in charge.

BUFFALO AND LAKE HURON RAILWAY.

One service each way daily by passenger train, leaving Buffalo and Goderich respectively at 6 A.M. and 9 A.M., with travelling Post Office and Railway mail clerk in charge.

Bags are also sent each way once daily between Fort Erie and Wainfleet, in charge of the Company's servants.

LONDON AND PORT STANLEY RAILWAY.

Bags sent once each way daily in charge of the Company's servants by trains leaving London and Port Stanley respectively at 7 A.M. and 5.15 P.M.

WELLAND RAILWAY.

One service each way daily by passenger train, leaving St. Catharines and Port Colborne at 9.20 A.M. and 11.15 A.M., respectively, with travelling Post Office and Railway mail clerk in charge.

NORTHERN RAILWAY.

One service each way daily by passenger trains, leaving Toronto and Collingwood respectively at 8 A.M. and 3 P.M., with travelling Post Office and Railway mail clerk in charge.

Bags are also sent once each way daily, by trains leaving Toronto and Collingwood respectively at 3.40 P.M. and 6 A.M., in charge of the Company's servants.

PORT HOPE AND LINDSAY RAILWAY.

Bags are sent in charge of the Company's servants, once each way daily, by trains leaving Port Hope and Lindsay respectively at 3 P.M., and 9.40 A.M.

Peterboro' Branch.

Bags are sent in charge of the Company's servants, once each way daily, by trains leaving Port Hope and Peterboro' respectively at 10.15 A.M. and 3.30 P.M.

BROCKVILLE AND OTTAWA RAILWAY.

One service each way daily by passenger trains, leaving Brockville and Arnprior respectively at 7 A.M. and 12.10 P.M., with travelling Post Office and Railway mail clerk in charge.

Perth and Smith's Falls Branch.

Bags are sent once each way daily in charge of the Company's servants.

OTTAWA AND PRESCOTT RAILWAY.

One service each way daily by passenger trains, leaving Prescott and Ottawa respectively at 1.30 P.M. and 8 A.M., with travelling Post Office and Railway mail clerk in charge. Bags, in charge of the Company's servants, are also sent daily each way by trains leaving Prescott at 7 A.M. and Ottawa at 12.30 P.M.

SHEFFORD RAILWAY.

One service each way daily by passenger trains, leaving Waterloo and St. John's respectively at 6 A.M. and 5 P.M., with travelling Post Office and Railway mail clerk in charge.

569. Can you produce returns of the weight of mail matter carried upon each railway employed by the Post Office?

I have caused such return to be prepared, as accurately as time would permit, and I now produce it:—

RETURN showing the daily average Weight of Mails passing over the whole length of the several Railways used for Mail transmission in Canada.

RAILWAY.	Length of Railway or Section.	Average daily Weight of Mails over whole length of Railway (Gross weight including Mail Bags.)
GRAND TRUNK.		
Quebec and Rivière du Loup.....	Miles. 126	lbs. 350
Quebec and Richmond.....	96	1500
Montreal and Richmond.....	76	1900
Richmond and Boundary Line.....	55	300
Three Rivers and Arthabaska.....	35	100
Montreal and Kingston.....	172	2200
Kingston and Toronto.....	161	2400
Toronto and Stratford.....	88	1000
Stratford and London.....	32	360
St. Mary's and Sarnia.....	70	150
MONTREAL AND CHAMPLAIN.		
Montreal and St. Johns.....	26	900
St. John's and Rouse's Point.....	23	130
Montreal and Hemmingford.....	40	90
VERMONT JUNCTION.....		
	26	600
SHEFFORD RAILWAY.....		
	43	120
PRESCOTT AND OTTAWA.....		
	53	450
BROCKVILLE AND OTTAWA.....		
	69	600
Perth Branch.....	12	.....
PORT HOPE, LINDSAY AND PETERBORO'.....		
	56	215
NORTHERN RAILWAY.		
Toronto and Collingwood.....	94	500
GREAT WESTERN.		
Toronto and Hamilton.....	39	2000
Suspension Bridge and Windsor.....	229	1600
Guelph and Harrisburg.....	28	300
London and Sarnia.....	51	250
Komoka and Sarnia.....		
BUFFALO, BRANTFORD AND GODERICH.....		
	160	300
WELLAND.....		
	25	100
LONDON AND PORT STANLEY.....		
	24	200

Post Office Department, 11th March, 1865.

W. H. GRIFFIN,
D. P. M. G.

570. By what route did the New York mails from Montreal pass, prior to the opening of the Vermont Central Junction?

Over the Montréal and Champlain road, from Montreal to St. Johns and Rouse's Point,

571. By what route does the mail between New York and Montreal now pass?

From Montreal as far as St. Johns, a distance of about 27 miles, along the Montreal and Champlain road, and from St. Johns by the Vermont Central Junction road to St. Armand, a distance of about 22 miles.

572. Upon what terms were the mails carried along the Montreal and Champlain road, so long as that was the route to New York?

Under agreements as to price which had existed for 28 years, and as to which no dispute has ever arisen.

573. Upon what terms is the mail carried at present from Montreal to New York?

From Montreal to St. Johns the mail has been carried under the old arrangement; from St. Johns to St. Armand there is no specific arrangement, but we consider it subject to the Order in Council of September, 1858, unless some specific arrangement is come to.

574. The Montreal and Champlain road, from St. Johns to Rouse's Point, has become, since the change you have spoken of, a mere local road?

Almost so; but mails are still sent over it for portions of the United States, namely, for Plattsburg and the Ogdensburgh road, but the main part of the United States mails from Eastern Canada pass by way of St. Johns and St. Armand.

575. The Montreal and Hemmingford was always a merely local road?

Yes.

BY MR. BRYDGES:—

576. This statement of the weights of mails is, I suppose, an average of the weights usually carried?

Yes.

577. It includes of course all mails, local, through, English, and in fact every mail that usually goes over the railroad?

Yes, all mails carried by the regular trains.

578. The Montreal and Champlain line, from St. Lambert to Rouse's Point, has been in operation about 10 or 11 years, I believe?

It has been in operation for a little over 14 years.

579. The mails upon that line have never been carried in a distributing car, until two or three weeks ago. Is not that the case?

They have never been carried in a sorting car, to the best of my memory.

580. And generally the mails have been carried in the ordinary baggage car without a post office attendant?

Yes, generally.

581. In winter the Post Office, until the Victoria Bridge was used, received and delivered the mails at St. Lambert, on the south shore of the St. Lawrence, did they not?

I think it most likely was so.

582. The Post Office used simply the trains that the Company ran, and never required any particular trains to be run, or hours fixed for their accommodation?

Yes, we never interfered with the railway hours.

583. Will you tell me the weight of the mails carried in the Montreal and Champlain line as compared with the weight of the mail carried over the heaviest portions of the Grand Trunk Railway?

A little over one-third of the weight, 900 on the Champlain compared with 2400 on some parts of the Grand Trunk.

584. How lately have you paid the Champlain line between Montreal and Rouse's Point?

I cannot say exactly, probably up to the 31st December last, as the Company is in the habit of rendering its accounts and receiving payment quarterly.

585. Will you tell me the amount paid by the Post Office Department, for carrying the mails between Montreal and Rouse's Point?

I have no copy of the last account with me, but of course a copy of the last account can be furnished.

586. I believe the paper now produced by me is the account, amounting to \$1254 for one quarter;—

POST OFFICE DEPARTMENT,

To *The Montreal and Champlain R. R. Co.*

Dr.

For Mail service for quarter ending 30th September, 1862, as follows:

For transport of American mails to and from Rouse's Point, from 1st July to date, 6 trips each way per week, 158 trips, at \$3.50	553 00
Transport of Township mails to and from St. John's for same period, 158 trips, at \$1.00.....	158 00
Transport of way mails and extensions from St. Johns to Rouse's Point, one quarter, at \$500 per annum.....	125 00
Transport of Laprarie Mails mails from 1st July to date, 158 trips, at \$1.00 per trip.....	158 00
Transport of English mails, out, per regular trains, July 14 and 28, August 11 and 25, Sept. 9 and 23; 6 trips, at \$20 per trip.....	120 00
Transport of English mails, in, per regular trains, July 3, 17 and 29, Aug. 13 and 28, Sept. 12 and 24; 7 trips, at \$20 per trip.....	140 00
	\$1254 00
	Distance 44 miles, per mile \$114 00

Montreal, 30th Sept. 1862.

~~No~~ No distributing car run, but mail bags without conductor carried in ordinary baggage cars twice each way daily.

I have no doubt that is a correct copy of the account.

587. At the rate shown in that account, it will give \$114 per mile of railway per annum, on the line between Montreal and Rouse's Point, for carrying the mails in the ordinary baggage car and generally without a Post Office attendant.—Is not that the case?

The prices were not calculated upon a mileage rate, and I do not know what it may amount to. The account is an aggregate of charges for services undertaken independently and at different times, and included a considerable allowance to the Railway Company for the risk and trouble attendant on the care and distribution of the mails, which was undertaken by the Company, relieving the Post Office from the expense of employing agents.

588. Without entering into the question on what principle the payments were made to the Railway, will you kindly say what the aggregate amount of the payments made in the year, for carrying the mails, yields per mile of railway?

The account will speak for itself; the accounts vary from quarter to quarter, not being, as I said before, calculated upon any mileage rate.

589. The answer to the last question but one is in entire opposition to the theory and practice of the English Post Office, that mail bags carried in ordinary trains, in charge of the railway company's servants, should be charged for at very much lower rates than when the mails are carried in sorting cars, in charge of Post Office clerks.—Is it not?

No, I do not think it is. It must be remembered moreover that this is a special agreement made when there was but this one short railway in the country, and cannot be taken as any evidence of the views of the Department generally, as regards Railway Postal compensation.

590. The Post Office has been quite satisfied with the rates of payment made to that line, and has, in fact, paid them regularly, I believe?

The amount involved was so small that the Department thought it better to continue to pay under the somewhat antiquated agreement referred to, rather than disturb a usage, in so comparatively trifling a matter, which has so long existed. Moreover the Montreal and Champlain Road was not under the operation of the General Railway Act.

591. The Post Office Department have not felt themselves bound to carry out arrangements in other cases, although nearly as old as this one?

I am not aware that the Post Office has ever shrunk from carrying out any recognized obligation or arrangement.

592. The Postmaster General, Mr. Cameron, has stated on oath that he made a

contract with the Grand Trunk Company, in August, 1853, for \$110 per mile, which is not being carried out now, is it?

The Grand Trunk Company did not allege that any contract had been entered into, but claimed that it had notified the Postmaster General that it was willing to enter into a contract at the rate of \$110 per mile. When this question came up first, Mr. Cameron would not take the responsibility of saying, as he does now, that he had entered into any such contract, and such evidence as could be had at the time went to show that no such contract had been entered into.

593. You remember question 336 which was put to Mr. Cameron, as follows: "Apart from Mr. Morris' action in the matter, did you mean yourself, as Postmaster General, to give your assent so as to bind the Government;" to which his answer was: "Certainly?"

Yes.

594. That was a statement from the responsible officer of the Government, given here under oath, that he had entered into the arrangement. Was it not?

Yes; but a statement which does not at all agree with what Mr. Cameron stated in 1855, when, as I have before said, the question first came up.

595. Was the arrangement with the Champlain Company for the mails between Montreal and Rouse's Point, in the shape of a formal contract, or was it in the shape of letters?

I think it was not in the form of a contract. I cannot say how the arrangement was come to.

596. It was therefore not so formal an arrangement as that which the Postmaster General swore he made with the Grand Trunk Company?

It was so far more formal that there was no doubt about it.

597. Was the order in Council of September, 1858, intended to apply to any particular railway or to all the Railways in the Province?

It was received by the Department as an instruction to govern it in its payments to all railways that came under the operation of the General Railway Act, which left the price to be paid to such railways for Postal Service to be determined by the Governor in Council.

598. Then do you mean that the Governor in Council has no right to fix the rate of payment to the Champlain line?

I think not until very recently; inasmuch as that road was not under the operation of the General Railway Act until very recently, I think about two or three years ago.

599. I see in the statement you have handed in of mails carried on the New York Central, that the weight of the distributing mail is precisely the same every day, whilst all the other weights vary every day and by every train.—Can you explain this?

The weights are furnished by the American Post Office and were taken for their own purposes. I can understand that it would be a very troublesome operation; it would be better to take an average, than to weigh the mails which would vary in weight at every five or six miles.

600. I understand you to say that, whilst the average weight of mail matter sent on the New York Central by through trains is about seven tons and a half daily, the quantity sent by the distributing cars is only about a fifth of a ton. And your view is that the \$200 a mile paid to the New York Central Railway is paid mainly with reference to the weight of mail matter sent by the through trains?

The \$200 a mile is paid for the whole service, and, as in all like questions, no doubt the larger proportion of the payment must be assignable to what is manifestly the most important part of the service, that is, the through mail service.

601. You are of course aware that the New York Central send their through trains by which the through mail matter is carried, by the direct road from Albany to Buffalo?

I should think so, if the Company ran trains by the direct line with sufficient frequency to suit the Post Office purposes.

602. The fact being that the through trains all go by the direct and short road, you can of course have no doubt upon the subject?

I have no doubt that such is the case.

603. You are aware that, in addition to the direct line between Syracuse and Rochester, they have a loop line about 30 miles longer than the direct road?

I believe so.

604. That loop line, of course, under the circumstances that have been mentioned, does not carry any of the seven tons and a half of through mail matter sent along the New York Central Railway, for which it gets \$200 a mile, but carries a local mail for the country between the two cities?

No. But the New York Central Company states that though the through mails go by the direct road, the United States Post Office agrees that the mileage for them shall be reckoned and paid for as though they had gone over the longer road you speak of.

605. Your answer to the last question is incorrect as a matter of fact. Be good enough to look at the Report of the Postmaster General of the United States for the year 1862,—you will see there a payment of \$200 a mile for the New York Central Railway Company from Albany to Buffalo, 298 miles, and also a payment of \$150 a mile from the 104 miles of the loop line between Syracuse and Rochester, and also another payment of \$150 a mile for the 76 miles of the New York Central Railway Company between Rochester and Niagara Falls,—and say if I have not correctly described the payments made?

There may be additional services performed and paid for separately; my enquiries and statements have all had reference to the service and payment on the main line of the New York Central Railway. I would go on further and say that when I stated that the mileage was calculated on the longest line, I presumed that the longest line was that to which you alluded, but in that I may have been mistaken.

Examination of Mr. Griffin resumed—17th March, 1865.

By MR. BRYDGES:—

606. You stated yesterday, I think, that the Montreal and Champlain was not in the same position as other railways, the provisions of the general Act not applying to this line, and that therefore the arrangement was a special one and not under the control of the Governor in Council?

It was not understood to be under the control of the Governor in Council, in the exercise of any power given to the Governor in Council under the General Railway Act, which was applicable only to roads chartered after its date or legally liable to its operation.

607. The Post Office Department was therefore not aware that on the 24th July, 1850, before the Champlain Road was open from St. Lambert to Rouse's Point, in the Act authorizing the completion of that line, the usual clause giving to the Governor in Council the same power that he had with respect to other companies was inserted?

There being scarcely any railway lines in operation at the time, no particular attention was paid by the Department to railway enactments, and the Act alluded to escaped notice.

608. In point of fact, then, there never was any exceptional circumstance at all in regard to the payment for postal service on the Champlain line?

There was in the view of the Department; but it seems that the Department was mistaken.

609. With reference to the question of weight of mail matter carried on American roads, you have put in evidence a statement of the weights carried upon a number of railroad lines in the United States, and I understand your view to be that the payment for the mail service is based to a large extent upon the weight of mail matter forwarded?

As a general principle, the payment is no doubt based upon the amount of service had by the American Post Office from the railways, as made up of weight of mails carried, with speed, frequency and other incidents of the service; but there are no doubt many exceptions to the general rule.

610. Then taking your view of weight as being the main item, the rates of payment on the different lines should be in proportion to the weights shown in your table?

No,—the payment is governed by so many considerations, affecting differently the relations between the Railways and the Post Office, that I do not think such will be found to be the case. I did not put in that weight table as demonstrating any such basis of payment.

611. Then do I understand that the table of weights was put in without any reference the question now before the Commissioners?

It was obtained at the instance of the Commissioners for their information.

612. But a great deal has been said about the weights of mail matter carried on the

railways—and I want to know whether you rely on weight as an element or whether you discard it?

Like frequency of travel, or speed; the weight of the mails carried should be an important element in the service. I cannot refine so far as to define the exact proportionate value of these different elements in the service.

613. Then, with reference to your answers, and knowing the position of the Michigan Central and Michigan Southern Railways, both of which have their terminus in Chicago, and compete on about equal terms for the same class of business, you would consider the weight of mail matter as the main consideration in such a case, would you not?

I can only speak generally as to the relations between the United States Post Office and American Railways; I have expressed my views with regard to those relations already before the Commission, and have put in a certificate from the United States Post Office that those general views are strictly correct; but there are so many exceptions, as stated by the United States Post Office, to the general rules it desires to observe, that I cannot undertake to give an opinion as to the position of matters as between any two American roads.

614. I find on reference to your table that the Michigan Southern carries nearly $4\frac{1}{2}$ tons of mail matter daily, and that the Michigan Central carries somewhat less than two tons daily; and that the rate of payment to both is precisely the same amount per mile of railway. Do you consider that bears out the theory you have put before the Commissioners, knowing as you do the relative position of the two roads to each other?

I have not put any particular weight theory before the Commissioners, and cannot undertake to say why the United States Post Office may have been obliged to concede the same rate of payment to the two roads you mention, if the case be so.

615. Do you know the weight of mails carried by the Grand Trunk, on the Portland line, for the United States?

No, but I should think it very small.

616. I had it weighed the other day and found it amounted to 1,258 lbs., nearly two-thirds of which was for the Main Central Railway line, and therefore only travelled over the Grand Trunk 28 miles between Portland and Danville, thus leaving only about 400 lbs. weight for the rest of the 130 miles, and for which the United States Government pay us \$110 per mile. Bearing these facts in mind, and that the Southern Michigan gets \$150 per mile for $4\frac{1}{2}$ tons, is it not a reasonable conclusion to arrive at, that the rate of payment is based upon the space appropriated to the Post Office and not upon the weight of the mails carried?

If you desire my opinion, I should say that the payment to the Grand Trunk between Portland and the Boundary Line is one of the anomalous cases that the Postmaster General of the United States alludes to, as carrying an excessive rate of charge in proportion to the service rendered.

617. I can give you a great many more instances of the same kind; for instance, in your table of weights, the Boston and Lowell carries 1,461 lbs., and receives \$153.84 per mile; the Boston and Providence, 1,844 lbs., and gets \$144 per mile; the Northern Missouri, 1,387 lbs., and gets \$150 per mile; the Ohio and Mississippi, 2,392 lbs., and gets \$225 per mile; besides a great many other similar instances taken from your own table of weights, from which I presume that the Grand Trunk cannot be considered to occupy an anomalous position?

I have no doubt you can, for the Postmaster General of the United States himself laments that there are many such discrepancies in his payments to Railways, forced upon him by circumstances, and that he is doing his best to correct them and bring such payments to some common standard.

618. At present, at any rate, we can only get our experience from the facts as they exist, and not as the advocates of the different systems would like them to be?

You will no doubt find exceptional facts of all kinds in the long table of American Post Office Railway payments.

619. But does not the fact that about 400 lbs. of mail matter, on the Portland line, is paid for at \$110 per mile, with many like instances, compared with the fact that the highest weight shown on your table, namely eleven tons, is paid for at the rate of \$300 per mile, afford unmistakeable evidence that weight is a minor consideration compared with the space which the Post Office require for their daily purposes?

No; I do not think so. You cannot draw any useful comparison between any two American railways selected in that way.

620. I have taken your table of weights and applied it to the payments made as shewn by the Postmaster General's Report. Have you any reason to doubt its correctness, and can you say that such a list, based as it is on your own statement, is an exceptional one of the arrangements of the Post Office Department of the United States?

STATEMENT shewing daily weight of United States Mails over various Railroads, with annual price per mile paid for carriage of same.

NAMES OF RAILROADS.	No. of lbs.	Annual cost per mile.	
		\$.	cts.
Washington Branch.....	22,304	300	00
New Jersey.....	14,704	375	00
Hudson River.....	11,658	225	00
Erie.....	11,306	200	00
Philadelphia, Wilmington and Baltimore.....	11,139	300	00
Southern Michigan and Northern Indiana.....	8,726	150	00
New Haven and New York.....	7,223		
Pennsylvania Central.....	7,265	200	00
Northern Central.....	4,433	150	00
Cleveland and Toledo.....	4,678		
Boston and Worcester.....	3,636	306	66
Michigan Central.....	3,684		
Chicago, Burlington and Quincy.....	2,656	100	00
North Western.....	2,561	100	00
Ohio and Mississippi.....	2,392	225	00
North Western Branches.....	{ 1,315	50	00
	{ 755		
Rock Island.....	1,571	100	00
Boston and Providence.....	1,344	144	00
Boston and Lowell.....	1,461	153	84
Eastern.....	2,208	154	14
Little Miami.....	2,096	225	00
Cincinnati Air Line.....	1,349		
North Missouri.....	1,387	150	00
Illinois Central.....	1,292	150	00
Hamilton and Dayton.....	1,194	225	00
Cleveland, Columbus and Cincinnati.....	1,138	150	00
Old Colony and Fall River.....	1,052	210	86
Fitchburg.....	1,195	121	42
Baltimore and Ohio.....	1,322	300	00
State and Buffalo.....	1,986	200	00
Terre Haute.....	1,392	100	00
New York Central, from Buffalo.....	957	200	00
Grand Trunk, Portland Division.....	1,258	110	00

I do not doubt that you made out the statement correctly; but I have made no such comparison, and should think any such comparison useless, except to illustrate the curious mysteries and diversities of practice that you have no doubt found prevailing.

621. You know the provisions of the law in the United States in regard to the carriage of mails by railways, do you not?

Yes.

622. The clause in the Act states that the Postmaster General shall divide the railroad routes "into three classes according to the size of the mails, the speed with which they are conveyed, and the importance of the service." What do you understand to be meant by the word *size*, in the quotation I have just read?

I should understand the clause to be a directory one as to the points the Postmaster General should observe as far as possible in classifying the mails—and that *size* probably meant what the word generally implies, *bulk*; that he was not to pay for a mail of one mail bag what he would pay for a mail of a hundred bags.

623. But according to your own table of weights, weight is shown not to be the element of payment, and therefore we must have some other definition of what is meant in the clause by the word *size*.—Is not that so?

No, I don't agree with that, the element of weight is not to be rejected because the figures in that return show varying results. The Postmaster General of the United States complained that the railways in many cases use their monopoly of transport in a way that prevents him from adhering, as strictly as he desires to do, to the directions of the statute—but I understand he is now engaged in having weight returns, as respects all American Railways as a guide to him in enforcing, so far as he can, a closer conformity to the law.

624. Is it not reasonable to consider that the word *size* is meant to cover the space which the Post Office will occupy in the train?

I think it is a general directory term, applying to quantity of mail matter, but without any very precise meaning.

625. In your answer to question 297 you say that the Post Office Department did not ask or require any night trains West of Toronto?

I am not aware that the Post Office asked for any such train; and as the Post Office did not use it, it of course did not need it.

626. In your letter to me of the 11th December, 1862, you stated that the Postmaster General acquiesced in the running of day trains between Montreal and Toronto, and you added: "from Toronto to London he demands a continuous daily service, so that correspondence and other mail matter from Montreal and intermediate places be forwarded Westward forthwith on the arrival of the trains at Toronto, and that the mails from London and the stations intervening may reach Toronto so as to connect with the morning train from that city Eastward."—Is not that a demand by the Postmaster General for a night train West of Toronto?

That was part of a general scheme of train-running which the Postmaster General of the time sought to require from you, but which you refused to comply with, and afterwards declared had not been put in such a shape as you could consider to be a practical requisition.

627. Did you not, by the direction of the Postmaster General, the legal head of the Department, demand a night train West of Toronto by your letter of the 11th December, 1862?

The letter speaks for itself, but I consider I have answered this question in my answer to the previous question.

628. Then am I to understand that the policy of the Post Office Department, in regard to the service they wanted from the Grand Trunk Railway, had changed between the date of your letter, 11th December, 1862, and February, 1863, when the night train West of Toronto was put on?

The Postmaster General asked for that night train in December, 1862, as part of a general scheme, which you refused to accede to, and, so far as I am aware, the matter then dropped; and to the best of my knowledge the Department was not aware that your train arrangements in February, 1863, did include this part of the general scheme it had proposed in the previous December. Under ordinary circumstances the choice of the trains

running is left to the local inspectors, subject to my approval, acting for the Postmaster General.

629. Then you do not place any importance upon continuity of journey as regards mail matter?

Of course I do, where continuity is wanted.

630. The contents of the letter of the 11th December, 1862, were communicated by you to the then Premier of the Government, Mr. Macdonald?

Mr. Macdonald asked me about that time how we were getting on with railway questions, and I thought it my duty to express my opinion to him, as Premier, as well as regards the letter of the 11th December, 1862, as regarding previous letters of the same tenor, that the Department, in addressing letters of that character to the Grand Trunk Railway, was pursuing a very injudicious course and deviating altogether from the settled policy which had previously been maintained. Mr. Macdonald agreed with me in this view, and, as I have previously stated, gave me an assurance that he would discuss the matter with Mr. Foley, then Postmaster General, and influence him to abstain from making any further communications of that nature to the Grand Trunk Railway.

By MR. SWINYARD :—

631. With reference to your return of the weight of mails passing over the Canadian Railways, and submitted by you yesterday, will you be good enough to inform me from and to what date was that return taken?

About the end of last month or beginning of this.

632. That would be during the time the Passport order was in force and when the number of trains, as respects the Great Western road, was considerably reduced, was it not?

That return, as regards the Great Western, was somewhat hastily compiled, and I find from more accurate returns received last evening, that the weights of mails, as regards the Great Western Railway, were over-stated, and I shall have great pleasure in correcting the return.

633. The Great Western Post Office mail is the only Western United States mail for the whole of Canada, is it not?

Practically it is so.

634. It is the heaviest mail between Canada and the United States, is it not?

I think it is.

635. And it is the heaviest one mail in Canada, is it not?

No, I think not. The average of mails on the Grand Trunk is heavier than on the Great Western.

636. With regard to mail bags sent over the Champlain Railway in charge of the Company's conductors, and for which it seems \$114 per mile per annum has for many years been paid, it would appear, from your evidence given yesterday, that such a service is, in your opinion, entitled to a higher payment than that performed in Post Office cars;—is that so?

I have explained that payments to the Company alluded to are not assessed upon any mileage basis, and are entirely of an exceptional character; they include, for instance a certain amount of side service in carrying the mails between the Post Office and the Station, at Laprairie and St. Johns; it may be that the rates paid to this Company under the old agreements are too high, and if so steps will of course be taken to remedy the anomaly.

637. Then you decline to give an opinion as to what you may think is the relative value of mails carried in Post Office cars, and mails carried in charge of the Company's conductors?

The value of the service had in conveying mails in Post Office cars must depend mainly on the amount of car space occupied and speed of train, but the value of the other description of service will depend upon a variety of incidents that would scarcely permit me to make the comparison you wish.

638. Has not the mail bag service performed by the Great Western Company, which bags have been carried in charge of the Company's employes, been a very large and valuable one?

Yes.

639. Larger than upon any other Railway in Canada?

Larger, certainly, as an auxiliary service, than on any other Railway.

Mr. Griffin here hands in the following documents:—

“Copy of the September Quarter, 1864, account (the last settled) from Montreal and Champlain Railway.”

POST OFFICE DEPARTMENT.

DR. *To the Grand Trunk Railway Company.*
(Montreal and Champlain District.)

For mail service for quarter ending 30th September, 1864, as follows:—

September, 1864.	Transport of American mails to and from Rouse's Point from July 1st to date, 6 trips each way per week, 158 @ \$3.50....	\$ 553 00
	Transport of Township mails to and from St. Johns for same period, 158 trips @ \$1.00.....	158 00
	Transport of way mails and extensions from St. Johns to Rouse's Point, one quarter @ \$500 per annum.....	125 00
	Transport of Laprairie mails from July 1st to date, 158 trips @ \$1.00.....	158 00
	Transport of mails between Montreal and Province Line <i>via</i> Lachine and Caughnawaga, from July 1st to date, 79 days @ \$3.50 per day.....	276 50
	Transport of English mails, out, per regular trains, July 5th, 12th, 19th, 26th, August 2nd, 9th, 16th, 23rd, 30th, September 6th, 13th, 20th and 27th, 13 trips @ \$20 per trip.....	260 00
	Transport of English mails, in, per regular trains, July 3rd, 8th, 14th, 22nd, 27th, August 6th, 12th, 19th, 25th, September, 2nd, 7th, 17th, and 22nd, 13 trips @ \$20 per trip:..	260 00
		\$1790 50

Montreal, 22nd October, 1864.

(Signed,)

T. B. HAWSON.

Copy of Receipt—

For Quarter ended 30th September, 1864.

\$1790.50

No.

Cheque No. 522.

P. O. D.

1864.

RECEIVED from the POSTMASTER GENERAL of Canada, one thousand seven hundred and ninety dollars and fifty cents, being for mail service on Montreal and Champlain section of Railway, quarter ending as above.

WITNESS:

(Signed,)

C. J. BRIDGES,
per J. TAYLOR.

NOTE—Merchants' and Tradesmen's Accounts for Articles furnished to the Department should be made out in detail, signed, and attached to the receipt.

VOUCHER C.

TARIFF under which the Champlain and St. Lawrence Railway have been paid for a long series of years.

	No. of trips per week.	Rate per annum per trip.	Miles.	
Montreal, St. Johns and Rouse's Point	6	\$ 3 50 single trip.	50	
To and from St. Johns with township mails...	do	1 00 do		
Montreal, St. Johns and Rouse's Point way mails	do	500 00 per year.		
Laprairie mails.....	do	1 00 single trip.		
Montreal, Province Line and Hemmingford...	do	3 50 per day.		1st July, 1857.
British mails; Montreal and Rouse's Point...	do	{ 20 00 per trip regular trains. 40 00 per trip special trains		

Mr. Brunel's examination resumed.

BY THE CHAIRMAN :—

640. Do you think that any deduction should be fairly made from the amount to be paid to the railways by the Post Office, on account of the continuity of the service?

That depends upon the principle on which the payment is calculated. If the rate is charged originally in the same way as it is charged to the general public, then I think there should be a deduction, because I think it is obvious that a constant service may be performed by the railway comparatively cheaper than a casual service, and that a traffic which flows equally in either direction must have a preference over that of which perhaps 80 per cent. moves eastward and 20 per cent. westward. With constant service all the stock may be regularly employed and the number of employes as well as the stock may be duly proportioned to the work to be done. With irregular work cars are picked up at various stations, uncertainty exists as to the quantity of freight to be carried, all the expenses of a full train from end to end of the line are incurred, the staff of employes must be equal to the maximum duty that occurs at any time or place, the proportion of dead weight to the useful load is increased, and the train will probably not carry through more than a third of the full capacity. These considerations induce me to believe that a constant load can be carried at a cheaper rate per ton than a casual load.

641. Do you think that any deduction should fairly be made on account of those charges incidental to ordinary freight, such as booking, handling, &c., from which the freight of the Post Office Department (being carried in the Post Office cars) is exempted?

With the qualification with which I commenced my last answer, I think there are charges on the Companies, with respect to the ordinary traffic, which do not apply to mail matter,—such as office expenses and stationery, agents and clerks, and labour in loading and unloading freight. I have ascertained from the Reports of the State Engineer of the State of New York for 1862, that on the New York Central Railway these charges were, in respect of passenger traffic, 5.42 cents per train mile, and in respect of freight traffic they were 14.88 cents per train mile. From the same Report I ascertained that, on the Erie Railway, these charges, in respect of passenger traffic, were 8.06 cents per train mile, and in respect of freight traffic they were 14.51 cents per train mile.

642. Can you state at length the calculations upon which your answer to the last question is based?

In the Report of the State Engineer of the State of New York on Railway Statistics. (Assembly Document No. 100, 1862, p. 154), with reference to the New York Central Railway, I find the following charges on traffic:

	Passenger Traffic.	Freight Traffic.
Office expenses and stationery.....	\$11,538.41	8,979.74
Agents and clerks.....	88,737.60	154,396.55
Labour, loading and unloading freight.....	.....	242,414.36
	<u>\$100,276.01</u>	<u>405,790.65</u>

	Passenger Traffic.	Freight Traffic.
The passenger train mileage was—1,550,056. The freight train mileage was—2,727,730. Therefore, divided by the train mileage, the above charges amount to, per train mile.	cts. 5.42	cts. 14.88

In the returns of the New York and Erie Railway, contained in the same document (page 179), the corresponding items of service are represented by the following figures :

	Passenger Traffic.	Freight Traffic.
Office expenses and stationery.....	\$13,639.55	20,459.28
Agents and clerks.....	87,649.99	131,474.94
Labour, loading and unloading freight.....		219,965.52
	\$101,239.54	371,899.74

The passenger train mileage was—1,255,379. The freight train mileage was—2,561,796. Divided by the train mileage the above charges amount to, per train mile.....	cts. 8.06	cts. 14.51
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643. Have you estimated the amount which, in your opinion, should be fairly deducted from the amount to be paid to the Post Office Department on the two grounds above referred to, namely, constancy of service and the absence of the expenses above stated as incidental to other species of freight ?

I cannot say that I have made a calculation, but I have stated it empirically at 25 per cent., assuming the original charge from which the deduction is to be made to have been the same as is made to the general public.

644. That is, in your opinion, as small a deduction as should be made on those grounds ?

Yes, with the above qualification ; but I am not prepared to say whether, upon my previous estimates of the amounts to be paid by the Post Office, this deduction should or should not be made.

645. Have you made any calculation as to the amount which should be paid by the Post Office Department on the principle of affixing a toll on the train mileage sufficient to afford interest on capital ?

Yes, I have made such a calculation with reference to the Grand Trunk, based on their half-yearly accounts for December, 1862, from which it appears that the receipts—over working expenses—were \$519,747. It appears from the Report of the Railway Commissioners for 1861, that the amount necessary to pay one half-year's interest on the capital, minus the Government aid, together with the rental of leased lines, would be \$1,310,942, shewing that the net earnings must be augmented by \$791,195. The earnings for the half-year in question, by passenger trains, were \$737,499.50, and by freight trains, \$1,393,193.50, making a total of \$2,130,693. The required augmentation would therefore be equal to 37 per cent.

By the same Report (page 26) the mileage of—

Passenger trains was	419,228
Mixed do.	339,127
Freight do.	964,252

Total mileage..... 1,722,607

But the earnings from the passenger traffic carried in the mixed trains are included with the passenger earnings ; and before dividing the earnings over the mileage it is necessary to apportion the mixed train mileage to the passenger and freight train mileage, in proportion to the number and weight of the cars in the mixed trains respectively, used for freight and passenger purposes. This can only be approximated, but the division will be sufficiently precise if made in the following manner :—

By the Railway Commissioners' Report for 1861, the average number of cars in the mixed trains of the Grand Trunk in 1860 appears to have been 13.5. Assuming, in the absence of later data, that the same proportion still continues, and that the trains are made up as follows :—

1 Baggage and Post Office car, weight.....	lbs. 30,248
1 Passenger car.....	27,000
<hr/>	
Total weight of passenger portion.....	lbs. 57,248
11.5 Freight cars.....	201,250
<hr/>	
Total weight of trains.....	lbs. 258,490

The portion of the train run for passenger account is, therefore = .221 of the whole train, and if we add that proportion of the mixed train mileage to the passenger train mileage the figures will stand thus:

Passenger train mileage.....	419,228
Proportion of mixed train mileage.....	74,947
<hr/>	

Total mileage due to passenger service.....	504,175
Leaving as due to freight service.....	1,218,432

We have seen that the earnings by passenger trains were \$737,599.50, and also that they must be augmented by 37 per cent. to pay interest. This would bring them up to \$1,010,374.31.

The sum thus determined, being divided by the mileage, gives \$2.004 as the earnings per mile of the passenger train which are necessary to pay working expenses and interest on capital.

It has been shown that the freight train mileage was (approximately) 1,218,432 miles, and it appears by the report that the earnings from freight traffic were \$1,393,193.50, which sum augmented by 37 per cent. becomes = \$1,908,675.

The sum thus determined, being divided by the mileage, gives \$1.568 as the earnings per freight train mile, necessary to pay working expenses and interest on capital.

In the Railway Commissioners' Report for 1861, we find that the average number of cars in the passenger train on the Grand Trunk in 1860 was 4.16 (*Vide Table No. 15*).

At that time, however, the earnings of the passenger trains were only \$1.30 per mile, while for the half year from which the present data are chiefly drawn, the earnings have been 146.4 cents.

It is fair to assume that the size of the trains has also been augmented in a similar ratio. This would give very nearly five cars in each train, which scarcely comes up to what my own observations would lead me to infer.

Taking the average weights of the cars from the same Report (page 130) we may assume the trains to have been made up as follows:

1 Baggage car with Post Office compartment.....	lbs. 30,248
1 Baggage car.....	26,600
1 2nd class passenger car.....	24,300
2 1st do do.....	54,000
<hr/>	

Total weight of train..... lbs. 135,148

From the Blue Book laid before Parliament in 1863 containing Grand Trunk papers, we learn (page 48) that the average weight of the Post Office compartment is 10,682 lbs. and this weight is equivalent to .0789 of the whole train.

I have no data whereon to determine the earnings of the mixed trains, and I think it is safer to assume that they approximate more nearly to those of a freight train than to the earnings of a passenger train.

I have already given the composition and weight of the mixed trains; the weight of the Post Office compartment being the same as above, it would be .0413 of the whole train.

Accepting these proportions we find that the sum properly chargeable on the mail service by passenger train would be = 15.78 cents per mile, being equivalent to \$98.78 per mile per annum for a single service each way.

The sum chargeable on the mail service by mixed trains would be = 6.47 cents per train mile, which is equivalent to \$40.53 per mile per annum for a single service each way.

The preceding calculations have proceeded on the assumption that the Post Office should be treated with on the same terms as a casual customer.

646. This estimate should be reduced by the amount stated in your answer to question 643?

I am inclined to think the deduction should be made from the result above arrived at and equally so in respect of the result arrived at in my second set of calculations previously put in; but not in respect of the first set of calculations, because they presume a large increase of train mileage, and therefore an increase of capital to provide the necessary stock with which to carry on that traffic; and the charges in respect of services not properly chargeable in the Post Office service are not included in the estimate cost of working the train.

By MR. SWINYARD:—

647. I understood you to say that you had been a Railway Manager and connected with the Northern Road for about three years. You have therefore had railway experience of a practical character?

Yes, to that extent.

648. Before you were Manager of the Northern Railway had you been connected with any other railway, if so, in what capacity?

I was on the Northern Railway, as Assistant Engineer, during its construction; previous to that I was not connected with any railway.

649. At what date did you take charge of the Northern Railway?

When it was first opened; I cannot tell the exact date.

650. Was the line fully open then, or only partially?

Only partially.

651. Before you retired from the Company's service, was the line open throughout?

It was.

652. I suppose freight trains were run upon the line in your time, as well as passenger trains, and that you likewise carried cattle?

Freight trains were run on the line, as well as passenger trains, from the first opening of the line—but I do not remember carrying cattle in cattle trains; there may have been and no doubt was an occasional car load of cattle in ordinary freight trains.

653. In making arrangement for the carriage of freight I presume a classification was observed, and that the rates charged for various goods had reference to that classification?

Yes.

654. Did your experience as a Railway Manager teach you that the conveyance of goods by classification was necessary?

Yes.

655. Why?

Because some classes of goods involved more risk in carrying and more cost in handling.

656. Was not greater space required for some goods than for others?

That depends upon whether the ton was estimated by measurement or settled by actual weight.

657. As a Railway Manager, did you ever carry by measurement on the Northern Road?

I cannot state positively from memory whether I did so or not, but I remember having considered the propriety of so doing, and of making a rule to that effect.

658. You cannot say whether you put such a system into operation. Is it not the universal practice upon railways to charge goods requiring space at a higher rate per ton than heavy goods?

Yes, I believe it is, and this, in effect to carry goods in some degree according to their measurement.

659. Acquainted as you have been with railway management, and being the first Manager of the Northern Road, may I ask whether you have ever compiled a classification for railway traffic?

When I was appointed, and before the road opened for business, I visited the head

offices of the principal Railways in New York and the New England States, and made myself acquainted with their classification of goods and the rates at which they carried them, and compiled a classification for the Northern road on the information thus obtained.

660. Passengers, horses, cattle and sheep are not in the classification but are treated specially, are they not?

Yes, and separately.

661. It would be impracticable to make any arrangement to charge them by weight, would it not?

I do not think it would.

662. You do not think calculations of weight in such cases are unreliable?

No, where they are correctly made.

663. Would you, as a Railway Manager, weigh each passenger, each horse, and each head of cattle, if you had to carry them?

There would be no alternative if as a Railway Manager I had burdened myself with the trouble of conducting business on that principle.

664. Then in effect such an arrangement is impracticable?

I think that practically no Railway Manager would adopt that principle.

665. Her Majesty's mails, containing, as they do, letters and matter always of great importance, are considered to have a prior claim or specialty over all other traffic, have they not?

They are generally understood to be of great importance to the public, and such being the case, I understand the Post Office Department sends a special messenger in charge of them.

666. Is it not a fact that the Governor in Council has the power to require them to be carried on the railway on such terms and conditions as he may make?

I do not know that as a fact, but I have been so informed.

667. Tell me whether you, as a Railway Manager, would feel that you would be doing what was right or what even was bare justice to any railway company, if you rated this important mail service, performed at a large extra expense, as a common freight service; would you in fact consider the freight classification at all applicable to such a service?

I consider that mail matter if carried in charge of a mail conductor who, as I understand it, relieves the company of all responsibility as to its care, may be reasonably considered as a very low class of freight; but if it is carried by the company without the guarantee of such conductor against loss or damage, then I consider it would become of a much higher class, by reason of the additional responsibility which would be thereby thrown on the company.

668. You say you would consider mail matter a very low class of freight. Do railway companies, as a rule, carry low class freight by express passenger trains?

Some companies do.

669. As a rule?

It has been the rule, in at least one instance, to the extent of continuously running several freight cars loaded with agricultural products in express trains.

670. Upon what railway was that?

Upon the Northern Railway. Further than that, I have seen on other railways freight trains flagged by express trains, which is equivalent to running them at the highest speed of such trains.

671. That is not so as a matter of general practice; the cases you name are exceptional?

Yes, they are exceptional.

672. About 60 passengers can be seated in the ordinary passenger cars, can they not?

Between 50 and 60.

673. That would give about 20 passengers to a third of a car?

Yes, if it were filled.

674. Railway Companies, when they run a Post Office car, allot a space to the Post Office which would be capable of carrying about 20 passengers?

I understand that one-third of a baggage car is allotted to the Post Office, and my calculations are all based on that assumption, but I do not understand nor believe that one-third of a baggage car so appropriated is equivalent to one-third of a passenger car with

the right of the passengers riding in it to carry a considerable amount of baggage in another car.

675. Upon the Great Western Railway there are 17 cars in which a third of their space is allotted to the Postal Department; are you aware that if that Company carried no mails, and had not to provide space in the trains for the Post Office, they could dispense with ten cars?

I have not a sufficient knowledge of the Great Western Railway Company's business or of the amount of their rolling-stock to be able to state positively how many cars they could dispense with under the supposition, but, as a general principle, I should say that the permanent removal of any portion of their business would enable them to reduce the amount of stock applicable to that business, or to apply it to other uses.

676. If, during your management of the Northern Railway, a customer of the Company to whom you, in consideration of the character or classification of his goods, had charged seven cents per ton per mile, saw by your published returns that your average receipts per ton per mile was only two cents, came to you and claimed that because of that average being so, his high class goods should only be charged at the average rate of two cents, would you not have considered such a claim unreasonable?

I certainly should, and I now state that my calculations have not been based upon any such principle.

677. I notice in the evidence given by you, you say the average number of passengers over the Great Western Railway, per car, is 16.489; have you taken the Company's passenger time table, ascertained the number of trains run, of the main line and branches daily, and then divided the number of passengers carried, by the actual number of trains run?

No; I have not used the Company's time tables; my figures are taken from the Directors' report for the half year ending 31st July, 1863, in which I find the passenger mileage or the number of passengers carried one mile, stated as 19,763,737, and the mileage of cars or number of cars run one mile is stated at 1,198,700 miles, the one divided by the other gives the average number of passengers carried in each car as before stated at 16.489.

678. The figures, then, you have given are based upon the number of cars moved, whether those cars were in traffic use or not, all empty cars and cars moved for repairs being included in your calculation,—is that not so?

I cannot say how that may be, it depends on the manner in which your returns of mileage have been made. So far as I have understood the principle, the mileage returns should relate to mileage run for traffic purposes, and I should think the Railway Managers generally would not run stock uselessly over the road to an extent which would affect the result in any material degree.

679. You have also estimated that the Great Western passenger trains consist on an average of seven cars in a train,—that is so, is it not?

Yes, 7.08.

680. Would it not be preposterous to run seven cars on each train with an average of only 16 passengers on each car;—did you, as a Manager, ever do it?

I never had the opportunity of managing a road with so large a traffic; if I had, I should have endeavoured to have reduced the dead weight in proportion to the load below that above stated, whether I should have been able to do so would have depended on the constancy with which the traffic offered, but certainly all cars returned empty, and all cars hauled from one part of the road to another for repairs, must be considered as a part of the traffic expenses, and all such cars must have moved for traffic account since the repairs are due to traffic use.

681. You have applied your calculations to earnings, not to the cost, so that increasing the mileage you have decreased the average mileage earnings?

I have based the earnings of trains, per mile, on the report above quoted, which gives the passenger train mileage at 272,070 miles, and the earnings from passenger trains, exclusive of local mails, at 534,400 dollars, this makes the earnings, per train mile, from passengers \$1.9642. In my calculations I have proceeded on the theory that the Company found its account in running an average weight of cars, for the use of the general public, to which there has been added another weight of car space, used for the postal service, and that the public have paid for the weight of car space an amount ascertained

from the Company's reports; I have valued the weight run for the Postal Service at the same rate per pound, as the general public has been found to pay for the weight run for its service.

682. According to your calculations there would be room provided for at least 250 or 300 passengers on each train, while only space for 86 people would be required according to the number actually travelling?

No such inference can be drawn from my figures. I have stated the number of first class passenger cars as 3.288 in each train, and the number of second class cars as 1.117, reckoning 55 passengers to each car, this would give space for 242 passengers. It appears that the average number actually carried is 72.63, as taken from the report previously quoted.

683. But you just now stated that the average number of passengers in one car was 16.489, and according to the figures given in your answer you show that at least 4.405 passenger cars, first and second class, are run in a train. As such carry about 60 passengers upon the Great Western, that would bring the average to about what I have stated; would it not?

At sixty passengers to each car it would bring it to 264.3 passengers.

684. Would you as a Railway Manager be likely continuously to provide such a waste of space, in each train, as such averages show? Do you not see the fallacious conclusions calculations of this kind, if relied upon, would lead to?

If the figures published by the Railway Company in their reports are fallacious, then inferences drawn from them must be so too. My reply to the first part of the question will be the same as my reply to question 680.

Mr. Shanly's examination resumed—18th March, 1865.

BY MR. BRYDGES:—

685. You know the Victoria Bridge and its cost?

Yes, it cost about \$7,000,000.

686. It is of great importance, in regard to communication between the two sides of St. Lawrence?

It is of very great importance.

687. And, I suppose, also, of great importance to the Post Office in reference to the carriage of mails?

Yes, of great importance in ensuring regularity. The crossing of the St. Lawrence at Montreal was formerly very difficult at two periods of the year; that is, at the commencement of the winter, and at the end of the winter.

688. Is it not a fact, that during the periods of the year you speak of, communication between Montreal and the south shore of the river was suspended sometimes for several days together?

Yes, it was suspended every year for some days.

689. You are aware, I believe, that there is a bridge in England called the Menai Bridge, on the Chester and Holyhead Railway?

Yes.

690. And also that the English Government pay a special sum, in addition to the ordinary postal payment, for the facilities of transit afforded by that bridge?

I know there is or was a special mail subsidy for the bridge: what the amount of that subsidy is I cannot recall.

691. Do you consider that the Victoria Bridge which cost double the amount of the Menai Bridge should be treated in a similar manner for postal purposes as the Menai Bridge?

I think it might fairly be dealt with on the same principle.

692. You know the railway system of the United States generally, I presume?

Yes, I do.

693. What is your opinion in regard to the effects of climate upon the Grand-Trunk Railway, especially East of Kingston, as compared with any railways that you know in the United States; I mean, as regards cost of working?

I do not know of any railway so adversely affected by climate as the Grand-Trunk

Railway is, from Kingston Eastward. There is no road I know of I would compare with it in that respect.

694. The effect of that is, of course, greatly to increase the cost of working?

Of course; it is, for that particular reason, the most expensive road in America to work.

695. Are you aware that at one time the cost of working the Grand Trunk Railway reached its full receipts, or very nearly so.

Yes; I do not know that the actual working ever reached the full receipts, though they came very near doing so.

696. Then if there was no net profit from the working of the railway, a calculation that the Post Office Department should pay for the space in the train it occupied, the proportion due to that space of the net earnings of the train, would result in carrying the mails for nothing?

Yes, certainly.

697. Or, if the gross earnings of the train leave no profit, then the Post Office, paying its proportion of those gross earnings, according to the space it occupies, would result in the railway carrying the postal matter without any profit at all, or simply at the bare cost?

Yes, I think that would be so.

698. Do you consider, then, that such a mode of calculation would be a fair way of arriving at what the Post Office should pay for carrying the mails?

No, certainly not; no railway company could long exist without having a fair profit on their working.

699. And if, in addition to what has already been said, a deduction were to be made in favor of the Post Office, on account of the constancy of service, it would make the matter worse?

Yes, they would then be actually carrying at a loss.

700. What principle would you adopt, then, to arrive at a fair rate of payment for postal service?

I consider it entirely a question of the space occupied in the train by the Post Office Department.

701. Without reference to weight?

Yes, undoubtedly; it makes very little difference to the carriers whether the space be fully occupied or only partially so.

702. Would you, as a Railway Manager, make any reduction from your tariff rates to a customer who offered to give you one-third of a car of freight daily, each way, over the whole length of the road?

No; I would make no reduction whatsoever under such circumstances.

703. I think you stated that 2½ cents a mile would be an average paying rate for rolling freight, carried in large quantities over long distances?

Yes, on the Grand Trunk Railway.

704. That, of course, is carried at a low rate of speed?

Yes, at freight train speed.

705. What, in your opinion, ought to be added to those rates if carried at passenger train speed?

Well, I do not think that the ordinary freight trains of the road could be run at passenger train speed; but the difference in cost of working, I consider between a freight train moving 15 miles and one running 25 miles per hour, would be about double.

706. If you were to apply the freight tariff at all to the carriage of mail matter, what class of freight should you consider it?

I would not consider it any lower than first class freight on measurement goods.

707. And therefore, in accordance with your previous answer, you would consider it ought to be charged at double first class rates?

The mail matter I do not think should be charged at that rate, because it is not saddled with the responsibility which attends ordinary merchandise traffic.

708. You mean, of course, I suppose, that the price would apply according to the space occupied and not according to the weight carried?

Yes.

709. What do you consider the difference between Post Office and Express business?

There is a very great difference in the character of the two kinds of business. The Express Companies are gradually making a business, of the increase of which the Railway Company gets the benefit. I consider the Express Companies, as it were, very useful—though unpaid—agents of the Company. The Express Companies bring the railway a very valuable business connection, and they accept, also, just such train service as the Railway Companies can give them. The Post Office I have found rather to be in the position of exacting task-masters than otherwise; and the trains on the railway (on the Grand Trunk I mean) have, in a great measure, to be arranged with a view to postal accommodation, and without regard to the convenience of the Company.

710. Has not the passenger train service on the Grand Trunk Railway been in excess of the requirements of the traffic, owing to the constant pressure of the Post Office?

It always was so in my time on the Grand Trunk; I do not know how it is now.

711. With what roads in the United States would you compare the Grand Trunk, in regard to postal service?

As regards extent of service rendered, most of the thoroughfare railways give more mail service than the Grand Trunk, and the subsidy per mile on these roads will generally run from 10 cts. to 18 cts. per train mile run. My own idea with regard to the value per train mile is, that the last contract I made with the United States Government, for the Portland part of the line, would fairly apply to the Grand Trunk generally. That rate was a little over 13 cents per mile run—it was a fraction over the 13 cents per mile run; but I considered the fraction or the difference over 13 cents about covered a small amount of side service that we performed. This side service was a side service at a few of the stations, and I think the distance for carrying the mails between the station and Post Office was limited to a quarter of a mile.

712. According to the calculations you have made that gives 16 cents a mile on the portion of the road where there was one service daily?

Yes, 16 cents a mile.

713. Of course the Victoria Bridge is not between Portland and the Boundary Line?

It is not.

714. The United States Post Office used the only passenger train you ran to the Boundary Line, and never interfered in any way with the time or running of the train?

No, I never remember the Post Office to have interfered in any way in the train arrangements; they accepted the service such as we ran it for ourselves.

BY THE CHAIRMAN:—

715. You say that it would be practically impossible to run freight trains at passenger speed. To what do you attribute that impossibility?

I attribute it to the character of the road—in point of gradients and curves—and the severity of the climate. Both causes render the liability to accident so great, at high rates of speed, as to render it unsafe to attempt to run freight trains at passenger train speed.

716. Have you a recollection of what the average weight of your freight trains was during your management?

I suppose the gross weight would probably reach about 300 tons.

717. I find that on the London and North Western road, in England, the average weight of the coal trains is 445 tons, and those trains are hauled at an average speed of 15 miles an hour, including stoppages. I suppose I may assume therefore that, except for the special causes you have stated, there would be no difficulty in running trains of the weight you have mentioned at passenger train speed on the Grand Trunk Railway?

Yes, I think there would be; for all our roads are inferior, in point of being substantially built, to the character of the English roads. But taking into account the curves and gradients, I think it almost an impossibility.

718. Where passenger trains and freight trains are run at the same speed, is not the operating cost of the one train to the operating cost of the other train as their respective weights?

Yes, I think it may so be assumed.

719. If in that case, then, you doubled the speed of the passenger train, that is, if both trains had been running at the rate of 10 miles an hour, then if you run the passen-

ger train at 20 miles, and the freight train still at ten, what will that add, in your opinion, to the operating expenses of the passenger train?

Well, I think, probably 50 per cent. on those figures.

720. You have stated that the price paid by the United States Government to the Grand Trunk Company, between the Boundary Line and Portland, varies. On that portion between the Boundary Line and South Paris, the payment for a single service being at the rate of 16 cents per mile, and the payment on that part between South Paris and Portland, for a double service, being at 10 cents per mile. Is not the portion between South Paris and Portland the more important for postal purposes?

No, I don't think there is any more mail matter carried, or if there is any difference it is but trifling, except as far as Danville Junction, 27 miles from Portland, where we carried a considerable branch mail for the Kennebec and Androscoggan Railway. The postal service therefore is of more importance to the United States between Portland and Danville Junction.

721. Is then the reduction from 16 cents per mile run, paid for the single service, to 10 cents per mile run, for the double service, in your opinion, a reasonable reduction?

No, it is not, if the whole mileage we ran had not given us a fair average I would not have agreed to that reduction.

722. What in your judgment would be a fair reduction where the Post Office, instead of a single service, requires a double one?

If the Post Office actually required a double service I would not make any reduction. But where we can give a second service to the Post Office, I would ask about one-third less, for a second service, then I would expect to get if the whole work had to be done by a single service.

By Mr. WICKSTEED:—

723. If the second service was a night service would you make the same reduction still?

In order to give the proper postal accommodation, large portions of the Grand Trunk must be run at night, where the passenger traffic which they have would scarcely warrant running night trains. I think that in arranging the subsidy, the fact that the night service is to a certain extent forced on them by the necessities of the postal service, should be considered. There are parts of the road where the passenger traffic only would not warrant the running of night trains, I would not therefore make any reduction. I think the service must inevitably be done by two trains each way.

724. You speak of a contract with the United States; had you a written contract?

I think it was the usual United States printed form of contract, filled up to meet the rates fixed upon.

725. Is the paper now produced by Mr. Brydges a copy of that contract?

Being only a copy I cannot positively say; but I have no doubt it is a correct copy of the original.

726. Were the terms of the contract fixed after calculation on your part and correspondence with the United States Post Office Department, and did they give you what you asked in the first instance?

The rates mentioned in the contract were accepted by the Company after correspondence with the authorities at Washington. They are less than the rates asked by the Company.

727. Do you believe that the United States Post Office authorities thought that the rates finally agreed upon were fair and reasonable, or was any favor shown to you in fixing them?

There was no favor whatever shown. They offered these rates and we were in a measure compelled to accept them.

728. Is the mail service on the Grand Trunk heavier or lighter, on an average, than on that part of the line between the Province Boundary Line and Portland?

The average on the Grand Trunk throughout Canada would be considerably heavier.

729. Are the parts of the line on which you say a night train could scarcely be run with advantage to the Company, apart from the Postal service, between Quebec and Stratford? Please to name those points?

When I was working the Grand Trunk, between Quebec and Montreal and between Toronto and Sarnia were the parts of the road where I considered the passenger business paid least, and where we had to run, part of the year at least, night trains. I would say that, if it were not for the postal service, the Company ought not, upon any part of the road, to run two trains each way per day, except during part of the summer. I except from that, that part of the road west of Toronto, between Toronto and Guelph and Berlin, where two day trains per day are required.

BY THE CHAIRMAN :—

730. You say that you would not make the reduction mentioned, of one-third, when the Grand Trunk is obliged to run trains by night for the accommodation of the Post Office. Supposing those night trains to be run, not for the accommodation of the Post Office, but in the interests of the Company itself, you would, I presume, make the reduction you have spoken of?

I would make the reduction, provided the average rate was a fair compensation for carrying the mails.

731. Where trains are run by night, either freight or passenger, for the benefit of the Company itself, no higher charges can properly be made for freight or passengers carried by those trains than for freight or passengers carried by day trains?

None whatever.

732. Had the Grand Trunk Company any tariff for special trains during your management?

We had no regular published tariff, but the charge I made for a special passenger train was \$2 per mile run, or else a guaranteed number of passengers at ordinary rates.

BY MR. BRYDGES :—

733. If a night train were wanted by the Post Office from Toronto to Stratford, you would necessarily make it a train to Sarnia?

Yes, Sarnia or London, we must take it to a terminal station.

BY MR. CUMBERLAND :—

734. As a general rule on the Canadian railways, are the earnings of passenger trains less than those of freight trains?

As a general rule, yes.

735. And is the cost of working them, as in relation to weight and earnings, higher than on freight trains.

Yes, considerably higher.

736. Then passenger traffic in Canada is less profitable than freight?

Yes, but I except the Great Western Railway, I don't think the same state of things exists there.

W. SHANLY.

Examination of Mr. Brunel resumed.

BY MR. BRYDGES :—

737. I understood you to say that the calculations you put in were made some time ago, before this Commission was appointed?

Yes.

738. Were they the calculations you made for Mr. Mowat, and on which he based the figures in his report?

Mr. Mowat saw them, but I cannot say that he based any part of his report upon them. They were not made specially for him.

739. But he had them when he made his report?

He saw them.

739a. I understand you to give three modes of calculating the rate of payment as regards the Grand Trunk?

Yes.

740. In your first calculation you assume the interest on the cost of the line, in-

cluding the amount paid for leased lines, but excluding the Government loan, at \$2,621,894 per annum;—are you aware that is considerably below the amount of interest actually required?

I am not aware that that is the case, if I had known it to be an erroneous figure I would not have used it. It was arrived at from the best data within my reach at the time.

741. If you will look at the account of the Company, at the 31st December, 1863, you will find that the total capital of the Company, less the Government loan, is upwards of £13,500,000 stg., which at 6 per cent. requires \$3,936,600 per annum, apart from the leased lines. That of course will make a material difference in your calculations, will it not?

That appears to be the case from the report now placed in my hands, but I understand this amount to include arrears of interest and other sums added to what may be properly considered the cost of construction. My figures were taken from the Railway Commissioners' report of 1861, which professes to give the cost of construction apart from such additions.

742. The report of the Railway Commissioners was not correct as a matter of fact, but in order to exclude the items you speak of, the interest upon the cost of the Grand Trunk Railway in Canada, at £10,000 a mile, would be, at 6 per cent. interest \$2,770,200, to which has to be added the annual cost of the leased lines which at their present reduced rate is \$417,966, making a total of \$3,188,160 per annum, to pay interest upon the cost of constructing the line. That sum being larger than the figures you have dealt with, will, to the extent of the difference, affect the result of your calculations?

If the amount of interest stated in my calculations is erroneous it should be rectified, which can easily be done. I am not prepared to admit that upon such rectification the difference would be so great as is indicated by the sums you have named.

743. Then you have taken apparently an imaginary and not an actual train mileage on the Grand Trunk Railway to produce your first result?

I have taken a train mileage representing a traffic of similar activity to that which was transacted on the New York Central in 1861.

744. And that mileage on the New York Central applied to the actual miles of railway on the Grand Trunk would require the Company to run trains aggregating 8,775,411.—Is that the case?

Yes.

745. Do you know what the actual train mileage on the Grand Trunk was for the year ending the 31st December, 1863?

I do not know the mileage for 1863.

746. I find on referring to the Company's statements, that the actual train mileage for the year 1863, is 3,672,951.

I have no doubt that is correct.

747. Of course a profit of 29.6 cents, as allowed by you, and applied to the mileage I have just stated, would not give the result to the Company necessary to pay interest on the road according to your memorandum?

Certainly not, and the calculations I made yesterday are based on an augmentation of gross earnings sufficient to pay interest on the actual mileage then referred to.

748. Then until the mileage of trains and the consequent traffic had increased nearly three times beyond its present figures, your calculation of 29.6 per mile run, would not be sufficient, in order to produce the necessary profit?

Certainly not sufficient to pay six per cent. on the investment.

749. Then upon the principle that the Post Office ought to pay for the service it receives an interest upon outlay, your calculation is, as far as the present is concerned, not much more than a third of what it ought to be as regards the tolls?

I cannot say that it is less than a third of what it ought to be, because referring to the average earnings of trains on other railways, I find that increased earnings commonly depend on increased number of trains more than on the increased earnings on each train.

750. Your calculation gives a fixed sum for interest, and dividing it by your imaginary mileage, produces your figure of 29.6 cents; of course if the actual mileage, which is

little more than a third of your imaginary figures, is made the divisor of the same amount of interest, it must make your assumed rate of toll of 29.6 nearly three times larger?

If the principle of making the present amount of traffic pay interest on the capital is conceded, such an increased rate of toll as you have mentioned would unquestionably result.

751. If the tariff to the public were based on the same principle of what the road could do or ought to do, would it not so reduce the charges on the amount of limited traffic which exists in Canada, as to render the earnings insufficient to pay the cost of working?

No, on the contrary, so far as I can ascertain from the published mileage and earnings per train mile, a tariff so determined would produce an average result almost identical with your present charges to the public, perhaps a little lower.

752. Which do you consider as the most costly to work in this country, in relation to its earnings, a passenger or a freight train?

That depends on so many circumstances, special to each railway, that I cannot give a reply in general terms.

753. Do you agree in the view which Mr. Shanly expressed to-day on that subject?

I do not remember the part of Mr. Shanly's evidence referred to. With reference to the traffic of the Northern Railway, I am of opinion that the freight traffic is more profitable to the Company than the passenger traffic.

754. The local freight business on the Grand Trunk is similar in its general features to that on the Northern, is it not?

I believe it is, except that it is more interfered with by competing routes on parallel railways and by water.

755. The cost of working trains on the Grand Trunk Railway is 86 cents per mile; that would be, I presume, under the circumstances of Canadian traffic, below the cost of working the high-speed passenger trains?

I cannot say that that would be the case; from the figures I have examined, passenger trains should be worked at less than 70 cents per train mile, including a fair proportion of station expenses, clerks, agents and other services.

756. Your figures are taken from the State of New York several years ago and not from actual facts, on the Grand Trunk Railway for instance, are they not?

No; the following items are taken from Grand Trunk returns for 1860:—

	Cents.
Fuel, per mile run by engines.....	8.41
Engine repairs do	8.06
Car repairs do	0.99
Repairs of permanent way and track	24.72
	42.18

These were all the items I could find detailed in the return quoted from. I supplemented them by the items taken from the report of the Erie Road, 1861, which may be found in my first set of calculations respecting the Grand Trunk. They amount to 22.46 cents, making together 64.64 cents, but to this must be added the charges for stationery, agents and clerks, between five and six cents, bringing the amount up to about 70 cents.

757. You, of course, are aware of the difference in the figures which you have quoted as taken from Grand Trunk returns, between engine mileage and train mileage, which will of course increase your figure of 42.18?

No; my recollection is that in taking these items from the report, I corrected them for train mileage, so far as I could.

758. In your second set of calculations you appear to have taken the actual earnings of the passenger trains, and allowed the Company, for the Post Office proportion of the weight of the train, their proportion of the gross earnings?

Yes. It will save time if in reply to this I refer to my second set of calculations in respect of the Grand Trunk. The theory of this set of calculations rests on the following postulates: 1. That the tariff of the railway companies has been framed on the practical foreknowledge of the extent to which their stock will be occupied by paying loads, and

that therefore the paying load, in effect, pays for the empty space moved. 2. That the cost of running trains, all other things being equal, is as the weight moved. 3. That each pound of the dead weight moved shall pay *pro rata*, whether it be moved for the service of the Post Office or for the service of the general public.

759. Would it not be fairer, having a given weight or space occupied by the Post Office, to charge them the proportion of what the earnings of the train would be if all the space was occupied, in the way they occupy their portion—that is, fully; or, in other words, taking the size of the train as you give it, ascertain the earning of the train according to the tariff, if it were filled, and then charge the Post Office their proportion of such earnings for the space which they fill or occupy?

Certainly not, because the tariff is based upon a knowledge that a large amount of carrying capacity must, in the nature of things, be moved to accommodate the traffic which offers, and this is practically the case on all railways.

760. Then, should not the Post Office, instead of paying only for the space or weight they occupy, pay their proportion, the same as the public, of the unoccupied space in the train besides what they actually fill?

That is, in effect, the result of these calculations.

761. In your calculation, submitted yesterday, you assumed an earning of the train which should pay interest on the cost, based upon the present traffic mileage, and then charged the Post Office its proportion of those gross earnings for the space or weight it occupied in the train.—Is not that so?

Yes.

762. But then you added that 25 per cent. should be taken off that charge against the Post Office, for constancy of service and other considerations?

I stated that as an opinion.

763. That, of course, would leave the charge to the Post Office insufficient to make the gross earnings of the train up to enough to pay interest on outlay?

No, it would not have that effect, because the reduction would only be made on the charge against the Post Office, and that was considered in making up the gross earnings necessary.

764. If you were managing any Railway would you make any reduction of your ordinary rates to any customer who said he would send one-third of a car-load every day by freight trains?

Not if it involved running a whole car, or an additional car to what my other traffic required.

Mr. Brunel's examination resumed.—20th March, 1865.

By THE CHAIRMAN :—

765. Can you now produce the calculations as to the amount which should be paid to the Northern Road?

Yes, I now produce them.

By the Report of the Northern Railway Company, for 1861, the passengers mileage, <i>i. e.</i> , the miles travelled by one passenger, appears to have been.....	3,673,931
The passenger <i>car</i> mileage.....	240,772
The passenger <i>train</i> mileage.....	126,110
The baggage <i>car</i> mileage.....	121,985
Therefore, the average No. of passengers travelling in each <i>car</i> was.....	15.25
The average No. of passengers travelling in each <i>train</i> was....	29.13
The average No. of passenger <i>cars</i> in each train, was.....	1.909
The average No. of baggage <i>cars</i> in each train by the above figures would be .967, but there could not be less than one, and the discrepancy is probably due to some small error in the Company's returns of mileage.....	1
The earnings from passengers are stated to have been.....	\$94,072 93
The earnings per passengers train mile were therefore 74.59 cents, exclusive of earnings from mails.	

I have no return showing the actual weight of the rolling stock of this Railway, I therefore state it empirically:—

Passenger car.....	30,000 lbs. each.
Baggage or P. O. car	24,000 do
The dead weight of the trains, exclusive of engine and tender, will therefore be:—	
1,909 Passenger cars, @ 30,000 lbs	57,270
1 Baggage car, 24,000	24,000
	81,270
Total dead weight.....	81,270
Deduct the weight of one-third of the P. O. car.....	8,000
	73,270
And the weight of the remainder of the train will be.....	73,270
lb. cts. lb. cts.	
Then as 73,270 : 74.59 :: 8000 : 8.103.	

The value of the postal compartment in proportion to the earnings of the remaining part of the train is on this basis equal to \$50.72 per mile per annum, for a single service each way.

By MR. CUMBERLAND:—

766 Referring to the answer of the Honorable Malcolm Cameron to question 323, wherein he states that he took office as Postmaster General on the 17th August, 1865, do you remember that the first 42 miles of the Northern Railway were opened for traffic on the 13th June, 1853, and 63 miles to Barry on the 11th October, 1853?

I have no doubt that the dates stated are correct, but I speak entirely from memory.

766a. Were mails carried on those portions of the road respectively on their opening?

Yes, so far as I can remember.

767. Were you Superintendent at that time and in that capacity did you control the traffic, the tariffs and revenue accounts?

Yes, subject to the Board of Directors.

768. Did you by correspondence or personal negotiation come to an understanding as to the rate to be charged against the Government for mail service?

I cannot remember precisely, but I think there was some correspondence, and that the then President of the Company said we would be paid at the same rate as the Grand Trunk, and I think the Honorable Mr. Cameron, in conversation, gave me to understand that that would be the case, and I believe it was this information which induced me to tell the book-keeper to charge the Post Office Department at that rate.

769. Did you return the earnings of the road as including mail earnings at the rate of \$110 per mile?

Yes, from the date of the road being opened through to Collingwood, on the 1st of January, 1855.

770. As Superintendent did you then regard that rate as equitable?

I cannot say that I made any calculations as to whether it was equitable or not, but in the interest of the Company I considered that we should be paid at as high a rate as was attainable.

771. As a matter of fact, and apart from the causes affecting it during your period of office, did the Northern Railway ever pay its working expenses?

My reports published annually explain what my opinion was at the time, and I think they always showed a profit.

772. As a matter of fact, were any interest payments made during that period?

No, I believe not from earnings, because the net earnings were expended for construction purposes.

773. I understand the principle of your computations for mail rates as respects the Northern road to be this: you estimate the dead weight of passenger trains and those only, exclusive of the mails and mail compartment, and having ascertained the actual earnings, per ton, per passenger train mile, you apportion that average to the dead weight of the mail compartment, and thus obtain a mail rate of \$50.72 per mile per annum.—Is that so?

Yes, thus making the dead weight moved for Post Office account yield the same revenue as a similar weight moved for account of the general traffic.

774. But if the earnings of the passenger trains on the Northern Road were in fact at any time insufficient to pay their working expenses, would not your system, based as it is on average earnings, imply that the mails on a rate thus struck would be carried at a loss?

Yes, and to meet that difficulty I have avoided basing my calculations upon any train earnings that are supposed to have been inadequate to meet the working expenses of those trains.

775. Without reference to any rate to be paid for them, would you as a railway man regard mails *per se* as freight?

I do not see how I could regard them as anything else; they are not passengers.

776. As a general rule on Canadian Railways, doing a local traffic, are not the earnings of freight trains higher, and the relative cost of working them lower on a mileage average, than of passenger trains?

The cost of working a fast passenger train may be greater, per train mile, than the cost of working a much heavier freight train at a low speed, and I believe this is in fact the case.

777. From your knowledge of the Northern Railway, are you not aware that its freight is more profitable than its passenger business?

I have no doubt that it is, and have already expressed my opinion to that effect.

778. If then you regard mails as freight, why do you reject the higher freight averages, and adopt the lower and less profitable passenger standard in attaining the mail rate?

Because the mails are carried by passenger trains, but more because the mileage of freight is not given in the Company's reports.

779. Do you submit your formula, based as it is on average earnings, as applicable to all the railways?

I submit them as applicable to work done by trains whose earnings yield a profit over working expenses.

780. Then you have to prove the profit before your formula becomes applicable, and the rates resulting would of course be in the ratio of the profit?

Yes, and I have taken this course in my first calculations respecting the Grand Trunk.

781. But as high average earnings will thus necessarily yield high rates, and low earnings low rates, would a common application of your system be equitable where the service rendered is identical?

It does not follow that high train earnings will always yield high rates, or that low train earnings will always yield low rates, because the weight of trains is commonly proportioned to their earnings, as is shown by the calculations in respect of the Northern Road where the train earnings were only 74.59 cents, giving nearly as high a rate as the greater train earnings of the Grand Trunk and Great Western.

782. But if your system be carried to the absurd finality, of which in my humble opinion it seems capable, if the earnings of a passenger train, exclusive of the mails, were at zero, the mails would be carried for nothing,—would not that be the result?

I have already said, in reply to a previous question, that the system of calculation which I have used should be confined to trains paying a profit over working expenses, and I therefore stopped short of a finality, which, in my humble opinion, would not be so absurd as the hypothesis of a Company running trains where there was no traffic.

783. But an appointed mail train must be run to time, passengers or no passengers?

If the Government requires trains to be run on any stated time, without respect to the Company's business, the whole calculations that I have put in would be inapplicable.

784. Then you admit your system to be based upon a hypothetical and fluctuating profit?

No, I am not aware that such is the fact, I have repeatedly stated that I only apply it to train earnings giving net profits over working expenses.

785. Applied to railway traffic generally, does not your system, based on actual averages of tonnage and earnings, contemplate an abandonment of all classification?

No, on the contrary, I take as the basis of my estimate the very highest class of traffic carried, namely, passengers and their baggage.

786. Is it not the theory of classified tariffs that each customer shall pay for the cost of the service rendered to him and such a profit thereon as is reasonably due for the performance of that service, apart altogether from averages or the profitableness of the railway as a whole?

No, I think not. On the contrary, I believe tariffs are, so far as possible based on the average amount of traffic offered on any particular line and the average amount of rolling stock which experience shows to be necessary for accommodating it.

787. Would you then, as a railway man, average the charges upon the traffic and venture to abandon special classifications?

Certainly not.

788. Regarding mails as freight, their bulk as the space occupied, and the speed at which they are conveyed, can you suggest any reason why the tariffs should not be applied to the service done for the Government, as they would be with any other customer?

So far from offering any such suggestion, all my figures give the same rate for the mails as is paid for the passengers and baggage, having reference to the amount of carrying space moved for each.

789. But you have said that you regard mails as freight. Do you admit that measurement is an element in the classification and consequent charges for freight?

Assuming the weight of rolling stock moved to be in proportion to its capacity, that is precisely the basis I have adopted.

790. But again, regarding mails as freight, and referring to the space, one-third of a car, appropriated to them, and to the double speed at which they are conveyed, would it not be in accordance with practice of charges by tariff, to add to the tariff rates such amount as would be reasonably due to freight occupying the space and conveyed at the speed of the mails?

Certainly not, if you mean by the terms of your question to assume that the one-third of a car is filled with one-third of a full car load of freight, say $3\frac{1}{2}$ tons, because practically the tariff is based on the knowledge that freight stock, as well as passenger stock, is never fully occupied in both directions of the traffic. In the case of the Northern, the freight cars were loaded on an average to less than half their capacity in 1861, and the passenger cars were only filled to one-third their capacity.

791. But an ordinary customer, either for himself as a passenger or for his goods as freight, has no exclusive right to any space other than that he or his goods occupy?

Certainly not.

792. Does not the Post Office Department actually occupy the space available for $3\frac{1}{2}$ tons or 15 passengers?

Yes, just as the general public occupy the remainder of the car.

793. Did your railway practice induce you to regard departures from tariffs by preferential rates as illegal?

I did not regard them as illegal, and sometimes gave advantages in respect of rates to parties offering large quantities of freight, or to create business where it did not previously exist.

794. I believe as Superintendent of the Northern Railway you once entered into a discriminating contract with Sage and Grant, of Bell-Ewart, giving them a preferential rate for a term of years; did you not?

Yes, for the purpose of inducing them to erect extensive saw mills at that point, and thereby opening a large trade in lumber brought from Lake Simcoe.

795. Was that preferential contract or rate contested in Chancery?—and, as a matter of fact, did not the judgment of the Court annul that contract?

I have been so informed, but it did not happen while I was superintendent.

796. Would not your system, based on average tonnage and earnings, if applied to mails, practically result, as in relation to established tariffs, in a preferential rate to the Government?

No; it results in charging the same rate for one part of the train as you charge for any other part of the same capacity.

797. Can you suggest any reason why the Northern Railway should receive any less than the Grand Trunk per mile for a daily mail service?

If the Northern Railway moves the same weight of carrying space as the Grand Trunk moves in the service of the Post Office, and at the same speed, the rate should be the same, since it costs the Company as much, weight for weight, in the one case as in the other.

By Mr. WICKSTEED:—

798. You say you only apply your mode of calculating what the Post Office should pay, by the average earnings of a train, to cases where the trains pay a profit.—What profit do you think sufficient to justify the application of this formula?

I can only answer this question empirically, and I suppose the train profits on paying roads should be taken as a standard. I have heretofore suggested the New York Central, which is understood to be a paying road. The rates earned on the Great Western, it is supposed, would be profitable if it were not for the loss on United States currency.

799. Do you know the proportion of gross receipts to expenses on the New York Central?

No, I do not remember it at the moment, but it can be easily ascertained.

800. I find by the statistics given in Mr. Holley's book and in the new edition of the Encyclopædia Britannica, that for a road to pay a reasonable interest the receipts must be considerably more than double the running expenses,—that is, between 50 and 60 per cent. must be profit on account of interest. Do you agree in this?

That is the usual way of stating it, in round terms, but its truth entirely depends on whether the Railways have been extravagantly managed in their construction. I may put in the following figures, based on New York Central returns, as a check on the value of my mode of calculation, where I take the actual train earnings as an element. The result is 9.91 cents per train mile for a third of a baggage car.

The following calculations have been made as to the value of the postal compartment on the New York Central, with a view to checking my mode of calculation in its application to a paying railway.

The statistics relate to the operations of this Railway in 1861.

Miles run by passenger cars = 5,389,141 ÷ miles run by passenger train = 1,753,215 = 3.07, the average number of passenger cars in each train.

Miles run by baggage, mail and express cars = 2,452,304 ÷ train mileage as above = 1.39 cars in each train. Therefore—

Passenger cars.....	3.07
Baggage, mail and express cars.....	1.39

Average No. of cars in each train = 4.46

No. passengers carried one mile, 119,028,024 ÷ train mileage as above = 67.88 passengers in each train = 22½ passengers in each car.

Total earnings from passengers, \$2,389,724.12 ÷ train mileage = \$1.3630 per train mile.

Total earnings from mails, \$95,777.50 ÷ train mileage = cts. 5.462 per train mile.

Total earnings from miscellaneous = \$263,995 ÷ train mileage = cts. 15.057 per train mile.

The average weight of the passenger train is stated to have been 100 tons, which includes the engine and tender. The latter is estimated at (including wood and water) about 43 tons.

The train may then be estimated as follows:

3.07 Passenger car.....	@ 32,333 =	99,262 lbs.
1.39 Baggage, express, &c.....	@ 25,000 =	34,750 "

134,012 lbs.

To which add weight of engine, tender and load, as above,
say..... 85,988 lbs.

Total weight of train..... lbs. 220,000 = 110 tons.

Assuming the baggage of each passenger to have been 100 lbs., the total weight of

baggage will have been 6,788 lbs., and the baggage and express car will have been divided between the service of carrying mails, from which the earnings were 5.462 cents per train mile; miscellaneous, from which the earnings were 15.462 cents per train mile; and passengers' baggage, free, 6,788 lbs.; and if one-third of a car was devoted to the mail service (*i. e.* 8,333 lbs.), we have 26,417 lbs. weight of carrying stock applicable to the two last-named services. Supposing the average charge for miscellaneous to have been six cents per ton per mile, this part of the car would have carried—

Passengers' baggage.....	6,788 lbs.
Miscellaneous.....	5,018 "

Total load of this part of the train... 11,806 lbs.

And if it is devoted to passengers' baggage and "miscellaneous" in proportion to their weight, we find that 15,103 lbs. will be due to the former, and 11,314 lbs. to the latter.

Hence it follows that, of the whole weight of the train, viz., 134,022 lbs., there was 99,262 lbs. of passenger cars, and 15,103 lbs. of baggage cars run for exclusively passenger service = 114,305 lbs., from which the earnings were \$1.3630 per mile.

Then, as 114,365 : \$1.3630 :: 8,333 lbs. : 9.93 cts. = \$62.16 per annum for a single service each way, supposing the mail matter to be rated at as high a rate as passengers. Whatever difference there may be between the value of the risk due to carrying all passengers and the value of the risk due to carrying one passenger and the mail matter, should be deducted.

The value of the service may also be estimated by the following ratio :

lbs. Passengers. Passengers.

As 114,365 : 67.88 :: 8,33 : 4.94 the number of passengers due to the weight of the postal compartment.

And these, at 2.007 cents per mile, the average rate charged for passengers, come to 9.91 cts., the rate per train mile for the Post Office compartment.

801. You do not impute to the Managers of the Canadian Railways any want of effort to obtain as much business as possible under the circumstances, nor any error in the mode in which those efforts have been directed ?

Certainly not.

802. So that you believe the amount of business obtained by them is as great as possible under the existing circumstances ?

I have not a doubt of it.

803. You heard the Chairman state that Captain Harness made a calculation of what the Post Office ought to pay for the carriage of mails, based on the supposition of the railway being employed to its utmost possible extent, and then making the Post Office pay its part of the interest on the capital expended, and that Captain Williams, who succeeded him as Post Office arbitrator, made a similar calculation, allowing a proportionate part of the said interest, but basing his calculation upon the actual business of the railway.—Do you think Captain Williams was right in so doing ?

No, I think not, because by Captain Williams' method, he makes the Post Office Department responsible in some degree for the soundness of the Company's speculation. This may be illustrated by supposing a speculator to build 20 dwelling-houses and finding tenants for only half of them, one of the tenants would not be expected to pay a rent equal to a tenth of the interest in the whole investment, but only on one-twentieth, so with railways; the road may have a capacity for 20 trains *per diem*, while business only offered for 10, it would not be expected that one of these trains would earn a dividend on a tenth of the whole cost.

804. You made a calculation similar to that of Captain Williams, with regard to the Grand Trunk Railway ?

I did, and have put it in. It is the third calculation in respect of the Grand Trunk.

805. In that calculation, as well as in the first calculation, you excluded the interest on the Provincial advance, but included the cost of the Victoria Bridge, did you not ?

It was my intention to do so, and I believe I did.

806. In which calculation was it that you proposed to deduct 25 per cent. for constancy and other considerations ?

On the second and third sets of calculations. The second being the one calculated on the actual earnings.

807. If, as Mr. Brydges says, the cost of running a train be 86 cents, and the earnings \$1.12, and you deduct 25 per cent. for the constancy of service, what profit would you leave the Company?

If the earnings were \$1.12 per train mile, and the proportion paid for postal service were 10 cents per train mile, it would only affect the earnings of the train to the extent of $2\frac{1}{2}$ cents per train mile.

808. What office expenses, and expenses of the other kinds you have mentioned, would there be on 10 tons of through freight which would not fall on mail matter?

This class of expenses would, in respect of through freight offering in quantities sufficient to employ the station service at either termini, be at a minimum; but there are certain charges connected with way stations such as wooding, water, keeping up switches, sidings, &c., in which through freight must in some degree participate.

809. Would not this minimum of expenses be more than balanced, in the case of trains carrying mails, by the expense of warming, lighting and fitting up the mail cars, and the more frequent stopping of the trains, and are not the mail trains chargeable with their share of charges connected with wooding, watering and switching?

Yes, I think the mails are properly chargeable with a fair share of all expenses, except those which I have specially enumerated. As comparing mails with through freight, the warming of the mail car, &c., would be quite equal to the booking charges referred to.

810. What did you make the proportion between the dead weight and the paying weight in passenger trains?

On the Great Western road the dead weight of the passenger trains appears to have been 195,425 lbs.—the paying weight I estimated at 21,349 lbs. These weights are exclusive of the engine and tender, but I allowed only 50 lbs. of baggage to each passenger—I understand they are now allowed 100 lbs. On the Grand Trunk I found the dead weight of the train 115,000 lbs., but I have not an estimate of the paying load.

811. What was the proportion between the same weights in the freight trains?

The dead weight of freight trains on the Great Western appears to have been 317,189 lbs., exclusive of engine and tender, the paying weight 165,722 lbs.

812. Do you consider a mixed train as a superior and more expensive train than a mere freight train?

If they are worked at the same speed there can be no difference, except in regard to the superior costliness of the passenger cars running in the train and the use of passenger station accommodation at the stations. My impression is that freight is carried cheaper by regular freight trains, worked per time-table, than when carried by wild trains, worked by telegraph.

813. With respect to allowance for speed, the common opinion is, I believe, among engineers, that it ought to be higher on a rough road than on a smooth one; and that, as far as such roughness is concerned, the allowance should be nearly in proportion to the square of the speed.—Is that your opinion?

As an engineer, and having given some attention to this point, I am unwilling to commit myself to any principle as having application to all railways. That which might be an adequate allowance for increased speed on one railway might be altogether insufficient on another having different characteristics. Goodness of permanent way, grades and curves, affect this question in a very high degree. I think it may happen that on some roads the cost of moving matter would increase as the square of the speed at which it is moved. Of course, curves, heavy grades and rough tracks, all tend to increase the ratio.

By MR. BRYDGES:—

814. Are you aware that the umpires in English Railway cases have, almost invariably, given higher awards than the amount suggested by the advocates or arbitrators of the Post Office?

I have been so informed, but it is so long since I read the Blue Book that I cannot speak positively from memory of those documents.

815. Then the presumption is, that disinterested umpires have not concurred in the correctness of the views put forth by the advocates of the Post Office?

I suppose so.

By MR. WICKSTEED :—

816. Which of your three modes of calculation—in respect of the Grand Trunk Railway—was adopted in the Postmaster General's Report of 1863, and the Order in Council under it?

I am not aware that he adopted any of them.

A. BRUNEL.

Mr. BRYDGES re-examined.

By THE CHAIRMAN :—

817. Would you be so good as to produce the original contract between the Grand Trunk Company and the British and American Express Company?

The paper produced is such contract :—

MEMORANDUM of Agreement entered into between Walter Shanly, on the part of the Grand Trunk Railway Company of Canada, and B. P. Cheney and E. H. Virgil, on the part of the British and American Express Company, for the privilege of conducting the Express business over the whole of the lines of the Grand Trunk Railway Company at present opened, from the 1st of May, 1858, to the 1st of May, 1861.

“Should any additional miles of railway be opened during the term of the present Agreement, the same rates and mileage ratio to be paid as hereinafter provided for, with the exception of any extension of the St. Thomas line.

“The Express Company to have the use of one accommodation train, stopping at all stations, each way daily (Sunday excepted), and to be allowed to send two officers by each train, to attend to the Express business.

“The Express Company to be allowed an apartment in the Baggage or Post Office car, not exceeding twelve feet in length, by the height and width of the car, and to be allowed to carry goods therein, not exceeding 5000 lbs. in weight, but in case of emergency the Railway Company will carry goods not exceeding a further 5000 lbs. in weight (provided there be room in the baggage car), on being paid first class rates for the same by the Express Company.

“A suitable room or sufficient accommodation in one of the Company's offices to be provided for the use of the Express Company at each terminal station.

“The Express Company undertake to dismiss any of their servants misconducting themselves, while on the trains, or at the stations.

“The Grand Trunk Railway Company not to be responsible for any claims made upon the Express Company in consequence of accidents to trains or otherwise; the sole risk of the Express business resting with the Express Company.

“It is also expressly stipulated, that the express messengers, and other persons carried free by the Company's trains, in accordance with this Agreement, are carried at their own risk, and the Express Company guarantee the Grand Trunk Railway Company against all actions for damages for injuries sustained by those persons by accident or otherwise.

“No goods to be carried by the Express Company for less than the local first class rates, charged by the Grand Trunk Railway Company in each district, unless special arrangement be made to the contrary, with the consent of the General Manager of the Grand Trunk Railway Company.

“Fish not to be carried unless in boxes lined with zinc.

“The Express messenger to deliver to the agents of the Grand Trunk Railway Company at every station where goods are received by or handed to him for conveyance, a report of the number of packages, and weight of the same.

“The Agents of the Express Company are not to interfere in any way with passengers' baggage, or with articles carried by the Grand Trunk Railway as extra baggage.

“In consideration of the above, the Express Company agree to pay to the Grand Trunk Railway Company, by equal quarterly payments, the sum of ten dollars per annum for each and every mile of the Grand Trunk Railway, at present in operation, with the exception of the St. Thomas line, and any extension of that line, and also to pay first class rates according to the local merchandise tariffs issued by the Grand Trunk Railway Com-

pany for all goods, parcels, and packages of every description conveyed by the Grand Trunk Railway Company, for the Express Company.

"Witness to Signatures :
" H. BAILEY."

" W. SHANLY,
" B. P. CHENEY,
" E. H. VIRGIL.

SIS. Be so good as to produce an account of the payments made by the British and American Express Company to the Grand Trunk Company?

The paper now produced is an account of such payment from the year 1855, to the close of last year :—

GRAND TRUNK RAILWAY.

Return shewing the Receipts of the Grand Trunk Railway proper, for Carriage of Parcels, &c., for Express Company, Ten Years ending 31st December, 1864.

Quarter ending.		Weight.	Freight.	Toll.	Total for Quarter.	Total for Year.
		Tons.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1855...	March 31.....		1,074 20	679 00	1,753 20	
	June 30.....		1,293 06	679 00	1,972 06	
	September 30.....		1,079 94	679 00	1,758 94	
	December 31.....		1,544 81	732 09	2,276 90	7,811 10
1856...	March 31.....		1,153 36	897 75	2,051 11	
	June 30.....		1,350 34	897 75	2,248 09	
	September 30.....		1,806 60	1,023 10	2,829 70	
	December 31.....		3,878 99	1,354 35	5,233 34	12,392 24
1857...	March 31.....		3,229 11	1,415 75	4,644 86	
	June 30.....		4,080 75	1,415 75	5,496 50	
	September 30.....		4,334 52	1,415 75	5,750 27	
	December 31.....	569	4,448 44	1,415 75	5,864 19	21,765 82
1858...	March 31.....	329½	2,937 57	1,415 75	4,353 32	
	June 30.....	446	3,648 48	1,821 91	5,470 39	
	September 30.....	323	2,650 12	2,029 00	4,679 12	
	December 31.....	451½	3,957 55	2,102 50	6,060 05	20,562 83
1859...	March 31.....	313½	2,959 52	2,102 50	5,062 02	
	June 30.....	413	3,025 77	2,102 50	5,128 27	
	September 30.....	403	2,839 47	2,102 50	4,941 97	
	December 31.....	541	4,201 35	2,250 16	6,451 51	21,633 77
1860...	March 31.....	419½	4,038 07	2,426 14	6,464 21	
	June 30.....	438	3,505 64	2,427 50	5,933 14	
	September 30.....	511½	4,051 80	2,427 50	6,679 30	
	December 31.....	606½	6,093 09	2,427 50	8,520 59	27,597 24
1861...	March 31.....	485½	4,341 92	2,427 50	6,769 42	
	June 30.....	481½	5,422 23	1,985 50	7,407 73	
	September 30.....	495	4,307 81	2,791 62	7,099 43	
	December 31.....	585	5,269 80	2,791 62	8,061 42	29,338 00
1862...	March 31.....	565	5,054 51	2,791 62	7,846 13	
	June 30.....	693	5,739 86	3,024 37	8,774 23	
	September 30.....	655½	5,347 08	3,155 75	8,502 83	
	December 31.....	755	6,882 59	3,155 75	10,038 25	35,161 44
1863...	March 31.....	639½	5,834 68	3,155 75	8,990 43	
	June 30.....	730	6,127 61	3,398 50	9,526 11	
	September 30.....	734½	5,956 46	3,519 88	9,476 31	
	December 31.....	893½	7,876 79	3,519 88	11,396 67	39,339 55
1864...	March 31.....	684½	6,796 57	3,519 88	10,316 45	
	June 30.....	899½	7,862 19	3,519 88	11,382 07	
	September 30.....	689½	5,515 82	3,884 00	9,399 82	
	December 31.....	890½	7,638 17	3,884 00	11,522 17	42,620 51
Total for ten years.....			169,446 55	88,826 00	258,272 55	258,272 55

819. Be so good as to produce the contract between the Buffalo and Lake Huron Railroad and the American Express Company.

The paper now produced is such contract :—

THIS AGREEMENT, made this 24th day of February, 1860, between the Buffalo and Lake Huron Railway Company, of the first part, by Abraham Fell, its General Agent, and the American Express Company, by William G. Fargo, its Secretary, of the second part, witnesseth :

" 1. The said Buffalo and Lake Huron Railway Company, party of the first part agrees, in consideration of the agreement and covenants of the American Express Company hereinafter contained, and in consideration of the sum of fifteen dollars per day, to be paid as hereafter provided, to convey, in such trains as shall be designed by the said American Express Company, one messenger per day each way through the entire length of their road, said messenger to be entitled to carry his safe, packing case, or parcel box, and five hundred pounds of parcels without extra or further charge.

" 2. The said American Express Company, in consideration of the said privileges granted them by the first article of this Agreement, agree to pay the said the Buffalo and Lake Huron Railway Company therefor the sum of fifteen dollars per day, and keep an accurate account of the weight of all parcels carried by it over the line of said Railway, and cause a just and true statement thereof to be made and delivered to the said Railway Company on or before the tenth day of each month for the preceding month; and if it shall be found that the total weight of the parcels carried shall exceed one thousand pounds per day, then the said Express Company shall pay to the said Railroad Company *one and one-half first class rates* for any excess over that weight.

" 3. The Buffalo and Lake Huron Railway Company hereby reserves to itself the rights and privileges of running and conducting a local parcel business between all stations on their line of Railway by trains upon which the messenger of the said Express Company does not travel, provided they charge no less prices for such service between points where the said American Express Company have agents than is charged for like service by said Express Company.

" 4. At stations where the said American Express Company have no agents, the said Railway Company reserves the right to do and transact a parcel business at such rates of compensation as they may deem expedient, but nothing herein contained shall be construed to restrain the Express Company from establishing any new agencies upon the line of said Railway they may deem proper at any time.

" 5. This Agreement shall continue in force and be binding upon the parties hereto for the period of one year from the date hereof, and after that period may be cancelled by either party on giving one month's notice in writing.

" IN WITNESS whereof, the said the Buffalo and Lake Huron Railway Company have caused these Presents to be executed in their behalf in duplicate, by Abraham Fell, its General Agent, and the said American Express Company have caused these Presents in like manner to be executed by William G. Fargo, its Secretary, the day and year above written.

" The Buffalo and Lake Huron Railway Company, by

" (Signed,) A. FELL, General Agent.

" The American Express Company, by

" (Signed,) W. G. FARGO, Secretary.

" Witness :

" (Signed,) T. H. COOPER."

820. That contract was only for one year; are you acting on that now?

Yes, we are still acting under that contract, but we are negotiating now with that Company and the British and American for a new contract over the entire amalgamated line.

821. Can you produce the contract between the Grand Trunk Company and the National Express Company on the Montreal and Champlain Road?

I have not the original, but the paper now produced is a copy of that contract :

"MEMORANDUM of a Contract entered into between the Grand Trunk Railway Company of Canada and the National Express Company of New York, to wit :

"The National Express Company are to have the exclusive privilege of doing their Express business between Montreal and New York on the passenger trains of the Montreal and Champlain Railroad Company, run under the management of the Grand Trunk Company, for a period of two years, commencing on the 1st day of May, 1864, subject to certain conditions hereinafter expressed.

"2nd. The Grand Trunk Railroad Company are to haul the Express Company's cars in one passenger train between Montreal and Rouse's Point each day, Sunday excepted.

"3rd. The National Express Company are to have the right of sending one messenger each way between Montreal and Rouse's Point in charge of their Express matter, free of charge.

"4th. The Grand Trunk Railway Company are to furnish freight accommodation in their depôt for the exclusive use of the Express Company's freight.

"5th. In consideration of the above the National Express Company are to pay to the Grand Trunk Railroad Company the sum of \$30 per day, payable monthly in Canada currency, it being understood that this contract is to remain in force for the time herein stated, subject however to the understanding that should the National Express Company fail in bringing about certain arrangements wherein a consolidation of their interests with that of the British and American Express Company of Canada are effected, then the Grand Trunk Railway Company have the right to annul this contract by giving the National Express Company thirty days' notice to that effect.

"(Signed,) E. H. VIRGIT,
"Supt. National Express Company.
"(Signed,) EDWARD P. BEACH,
"General Agent G. T. R."

822. I observe that, according to the contract, the quantity of matter to be hauled by the Grand Trunk Company is unlimited. Is the contract so understood and acted on in practice?

The intention and meaning of the contract is to take one car each way daily for the Express Company, and that is the limit of what is being actually done daily.

823. The Express business between Montreal and New York and Boston is large : is it not?

Yes, it amounts actually to about one-third of a car-load a day each way.

C. J. BRYDGES.

FREDERICK W. CUMBERLAND, Esq., sworn and examined.

BY THE CHAIRMAN :—

824. Can you produce the contract between the Northern Railway Company and the Northern Express Company?

I am not aware of any contract existing between the Railway Company and the Express, other than a letter of the late Secretary of the Company, recognizing any change in the existing rates as subject to a year's notice.

825. Does not the letter express the service to be performed for the Express Company and the rate to be paid for it?

I think it only expresses the rate of 30 cents per 100 lbs., but does not indicate the work to be done other than as the carriage of the express matter at that rate. I will forward to the Commissioners a copy of the letter and of my correspondence arising out of it, and also a copy of the payments made by the Express Company to the Railroad Company during the contract.

826. How long has that contract been in existence on the Northern Road?

From its opening, I think, in 1855.

827. Is any payment made by the Express Company, beyond the 30 cents per 100 lbs. paid for the whole distance between Toronto and Collingwood?

The 30 cents per 100 lbs. are paid on all freight, without reference to the distance, and in addition 10 per cent. upon the Express Company's charges to their customers, and \$100 per annum if an express conductor be carried.

828. Are not some of the baggage cars on your road divided as on other roads into three compartments, one for the Post Office, one for the baggage, and one for the Express matter, and has not the Express Company the right to the use of its compartment as well as the Post Office has to its?

All the cars to be used for mail service almost necessarily have the mail compartment placed in the centre of their length. We do not concede to the Express Company, nor does it claim any exclusive use of any part of our trains; the compartment usually occupied by Express is used in common by the Company, the passengers' baggage being exclusively placed in the third compartment.

829. How many passenger trains do you run on the Northern Road?

One each way per day, which I retained, as leaving Toronto in the morning and returning at night, with special reference to the mail service; the interests of the Company, exclusive of that service, would clearly dictate the fast passenger train into Toronto in the morning, and out at night.

830. You have in addition a mixed train both ways?

We have a mixed train through the road to and from Collingwood and back, and one fast mixed train from Barrie and back daily.

831. Has the Express Company a right to carry by all those trains?

I don't think it has, but we should concede it; I think the service is limited in practice to the through express train and the mixed train to Barrie and back.

832. Their contract has prevailed during the management of Mr. Brunel, Mr. Grant and yourself, up to the present time?

It prevailed until I put an end to it by a year's notice, which expired I think on the 17th of this month.

By Mr. GRIFFIN :—

833. On page 3 of your statement you say, as serving to illustrate the helpless condition occupied by Railway Companies under the arbitrary powers exercised in regard to payment by the Post Office Department, that the Post Office in effect for four years persisted in paying only one cent per single train mile for through bags, instead of two cents, notwithstanding the repeated protests of the Company.—Were not your accounts for that period presented by your Company and paid as made out by them?

I believe so, at any rate within my period of office; but I am aware that the Secretary on receiving those periodical payments, and at other times, drew the attention of the Inspector to what appeared to us to be a palpable error, but the Inspector, as I am informed, refused to admit it.

834. The Inspector you allude to, Mr. Dewe, states that the assertion that the Department withheld proper payment for the conveyance of the through bags from October, 1859, to December, 1863, notwithstanding the repeated protests of the Company, is not true; the accounts sent in by the Company, every quarter from April, 1860, to December, 1863, claimed only two cents per double mile travelled, and it was purely an oversight on the part of the Company, as well as of the Post Office, that the mistake in not claiming two cents per single mile went on so long without being noticed. No protest was ever made to me on the subject, or, to my knowledge, to any one in the Department, the error was I believe first pointed out to me by yourself, and soon after the arrears were all paid.—Supposing that description of the matter to be correct, do you think that that constitutes a case of ill treatment on the part of the Post Office towards your Railway?

I do not admit the correctness of your statement, which is entirely contrary to the information upon the subject given to me by our Accountant. At any rate you conveniently adopted the continuous error in your own favor, nor was it corrected until after I had addressed to the Postmaster General language almost precisely similar to that which you have now quoted. As to ill-treatment so far as payments are regarded, I consider my Company as being grievously ill-treated by your Department since its first operation.

By THE CHAIRMAN :—

835. Have the Port Hope, Lindsay and Beaverton Company any claim against the Government in respect to past service?

Consequent probably on frequent changes of management they have passively yielded

to what they have always regarded as an injustice. There has been no protest on their part.

836. The trains run by that Company are, I believe, exclusively mixed?

They are so.

837. Is the postal matter between Port Hope and Peterborough carried by the same train that carries the postal matter between Peterborough and Lindsay?

No, they are carried by separate trains in separate interest; the Peterborough traffic being worked under a lease giving running powers over the main line as between Port Hope and the Junction at Mill-Brook. There is one complete service between Port Hope and Peterborough, and another between Port Hope and Lindsay.

FRED. CUMBERLAND.

(The following letter and enclosures were forwarded by Mr. Cumberland to the Commissioners after the closing of his evidence.)

NORTHERN RAILWAY OF CANADA,

Toronto, 24th March, 1866.

SIR,—Adverting to the unwillingness of the Deputy Postmaster General to admit that this Company had “formally protested” against the rates heretofore paid for mail service, and to the necessity thus arising for establishing the same by evidence, I have taken measures for obtaining, by affidavit the testimony of the Honorable Mr. Justice Morrison, now holding the Assizes at Kingston, and who was President of this Company from the 14th December, 1852, until the 25th June, 1862.

In that capacity, and over the whole of that period, as I am informed, the negotiations and relations of this Company with the Government were chiefly intrusted to and managed by its President. Mr. Morrison is therefore entirely qualified to testify with accuracy and authority upon the question referred to, and his affidavit, which I have not yet seen, but which will be forwarded to you from Kingston, will be conclusive so far as we are concerned.

Referring to my evidence in relation to the “Northern Express” worked over this line, I regret that there being no formal contract in relation to it, and the terms of the arrangement having been embodied in a letter from the late secretary, and which letter, or a copy of it, has not been in my possession, I inadvertently misstated the basis of the payments.

I have obtained from the Express Company, and now transmit a copy of that letter, and you will see that on through express the rate is 30 cents per 100 lbs., and on all “way” express, 20 cents per 100 lbs.

I append the correspondence by which this letter and the terms of the express business were first brought to my knowledge, and you will observe that I lost no time in taking the necessary steps for annulling an arrangement made many years previously, by giving (on the 15th April, 1864,) the necessary year’s notice for determining it; and that notice will expire in three weeks.

In accordance with your request, I herewith transmit a return of the express account for the years 1857 to 1864, both inclusive, observing that although the Express Company does not receive or claim any exclusive right to any portion of our trains, yet that the average of the eight years has amounted to \$2,132.15 per annum, on a system which had its initiation in the infancy of the line and of the express business, and which was annulled by notice last year, as being entirely inapplicable to the present condition of the business.

I have the honor to be,

Sir,

Your most obedient servant,

FRED. CUMBERLAND,
Managing Director.

The Honorable Wm. Hume Blake,
Chairman Postal Commission, Quebec.

(Enclosure No. 1.)

NORTHERN RAILWAY OF CANADA.

COPIES OF CORRESPONDENCE RELATING TO THE NORTHERN EXPRESS.

No. 1.

MANAGING DIRECTOR'S OFFICE,
Northern Railway of Canada,
Toronto, 8th April, 1864.

MY DEAR SIR,—I find it my duty to revise the Northern Express arrangement; for whilst I have no desire to put on an excessive proportionate charge to the Company, the present payment is inadequate, and the regulations so loose, as unfairly to prejudice our carriage of freight.

I shall be glad to consult you on the subject.

I am, faithfully yours,
(Signed,) FRED. CUMBERLAND.

J. J. Vickers, Esquire,
Northern Express.

In reply, Mr. Vickers personally produced the original of the following letter :

No. 2.

J. J. Vickers, Esquire,
Northern Express.

NORTHERN RAILWAY OF CANADA,
Toronto, 10th May, 1860.

DEAR SIR,—I am instructed to notify you that the arrangement for carrying by Express, freight on this road, is continued, as follows: on all freight through to Collingwood, first class rates of thirty cents per hundred pounds, and on all way freight an average of twenty cents per hundred pounds additional hereto, the former charge of twenty-five dollars per month, for fares of two messengers, one on each of the daily train is continued. This arrangement it is understood gives you the exclusive right of the road for Express purposes, and is to be binding on both parties until disposed of by a year's notice by either.

(Signed,) GEORGE BEATTY.

No. 3.

MANAGING DIRECTOR'S OFFICE,
Northern Railway of Canada,
Toronto, 15th April, 1864.

MY DEAR SIR,—I was not aware that any arrangement had been entered into with you by the Company of the nature expressed by the Secretary's letter of the 10th May, 1860; but as you have appealed to it in reply to my invitation to reconsider and revise the terms upon which the Express business is now done, I find it my duty to act upon the said letter and to notify you that on the expiration of one year from this date the existing arrangement will cease.

The Company will then be entirely free to make such arrangement with you, or others, as may be commensurate with the value of its portion of the Express service.

I am,

Faithfully yours,
FRED. CUMBERLAND.

John J. Vickers, Esq.,
Northern Express, Toronto.

(Signed,)

No. 4.

VICKER'S NORTH-WESTERN EXPRESS,
Head Office,
Toronto, C. W. March 23rd, 1854.

DEAR SIR,—Enclosed find copy of letter from Mr. Beatty of 18th May, 1860, stating the terms upon which the Northern Express has been carried over your road since 1857, to present date,

The return for each year, since 1857 to 1864, both inclusive, I have signed and enclosed.

I am, Sir,
Very truly,
(Signed,)

Fred. Cumberland, Esq.,
Manager N. R. R., Toronto.

JOHN J. VICKERS.

(Enclosure No. 2.)

VICKERS' NORTHERN EXPRESS,
With

THE NORTHERN RAILWAY OF CANADA.

RETURN of amounts charged for Express matter carried by Northern Railway of Canada, from 1857 to 1864, both inclusive, together with Commissions paid for Station Services.

Date.		*Amounts charged by Freights.		Commissions for Station Service		Total Amount.	
		\$	cts.	\$	cts.	\$	cts.
1857	To Express Freights, &c., 12 months.	1834	78	614	00	2448	78
1858	do do	1276	35	584	00	1860	35
1859	do do	1209	68	568	00	1777	68
1860	do do	1493	54	587	00	2080	54
1861	do do	1664	63	602	00	2266	63
1862	do do	1511	29	586	00	2097	29
1863	do do	1708	92	610	00	2318	92
1864	do do	1608	99	598	00	2206	99
Total for eight years.....						\$17,057	18
Average per annum.....						\$2,132	15

*The sums under this column include charges collected for Express Messengers (when carried) at the rate of \$25.00 per month each.

JOHN C. VICKERS,
Manager "Northern Express."
FRED. CUMBERLAND,
Managing Director N. R. C.

Toronto, 23rd March, 1865.

(The following is the affidavit forwarded by Mr. Moberly, as mentioned in the minutes of the 25th March, and referred to in Mr. Cumberland's letter above of the 24th March.)

COUNTY OF FRONTENAC. } I, JOSEPH CURRAN MORRISON, one of the Judges of the
TO WIT: } Court of Queen's Bench for Upper Canada, make oath and
say:

That I was President of the Northern Railway from the fourteenth of December, 1852 to the twenty-fifth of June, 1862—That upon the opening of the Company's line of Railway, the charge made against the Government for postal service was at the rate of one hundred and ten dollars per mile, that being the amount which was understood as the rate allowed for that service, and was so entered as I believe in the books of the Company. That upon the Post Office Department declining to pay after that rate, I as President remonstrated and protested with and to the officers of the Post Office Department against being paid at a less rate, and that I frequently at intervals during several years repeated such remonstrances—that I instructed the Treasurer of the Company to receive any amount

paid by the Government as only on account, and so to enter the same in the books of the Company, and to charge the Government at the rate of one hundred and ten dollars per mile. I cannot say whether any of my protests or remonstrances were made in writing to the Government or the Post Office Department without making search at Toronto, I being at the time of making this affidavit in circuit.

JOS. C. MORRISON.

Sworn before me, at the City of Kingston,
this 23rd March, 1865,

HENRY SMITH,
A Commissioner, B. R., County of Frontenac.

Mr. Griffin's examination, resumed.

BY THE CHAIRMAN:—

838. At what rate has the Northern Railway been paid for its services by the Post Office since the Order in Council of September, 1858?

From the 1st of January, 1859, at the rates prescribed by that Order. There was a settlement of all claims up to January, 1859.

839. Has there been any protest, formal or otherwise, by the Northern Railway since January, 1859, as to the insufficiency of the payments made to them?

Not, I think, until the general question of the Postal Railway rate was taken up by the late Postmaster General. Their accounts were furnished quarterly at the rate of \$30 per mile, and paid quarterly.

BY MR. CUMBERLAND:—

840. Are you not aware that one of the grounds of the appeal for relief made by the Northern Company to the Government and Legislature in 1859, was the inadequacy of the postal payments, and that in the Annual Reports since that date, the insufficiency of the mail payment has been adverted to and protested against?

It may very well have been so, but I don't think I ever read either the appeal you speak of or one of your annual reports.

841. Was my Company ever officially consulted by your Department, as to the rate in its opinion due for the mail service, in any way whatever, until Mr. Mowat recently invited our opinion?

Yes, it was a subject of frequent official discussion with the representatives of your Company.

842. Name them please?

I think the Hon. Mr. Morrison certainly.

843. Did he ever sanction the rate of \$30 per mile per annum?

I really cannot say.

844. Is not steamboat service cheaper than rail service for the carriage of mails?—and, if so, do you think it equitable to allow all mail steamers connecting with the Northern Railway a higher rate on their mileage than you accord to that Company.

The price paid to steamboats depends I may say altogether upon the presence or absence of competition, and under those conditions the steamboats get as much as they can.

845. But the Railway Service being obligatory, I suppose you pay them what you like?

The statute certainly protects the Post Office to some extent from the exercise of a similar monopoly of transport on the part of the Railway.

W. H. GRIFFIN.

REPORT

ON THE

INTERCOLONIAL RAILWAY

EXPLORATORY SURVEY,

MADE UNDER INSTRUCTIONS FROM THE CANADIAN
GOVERNMENT, IN THE YEAR 1864.

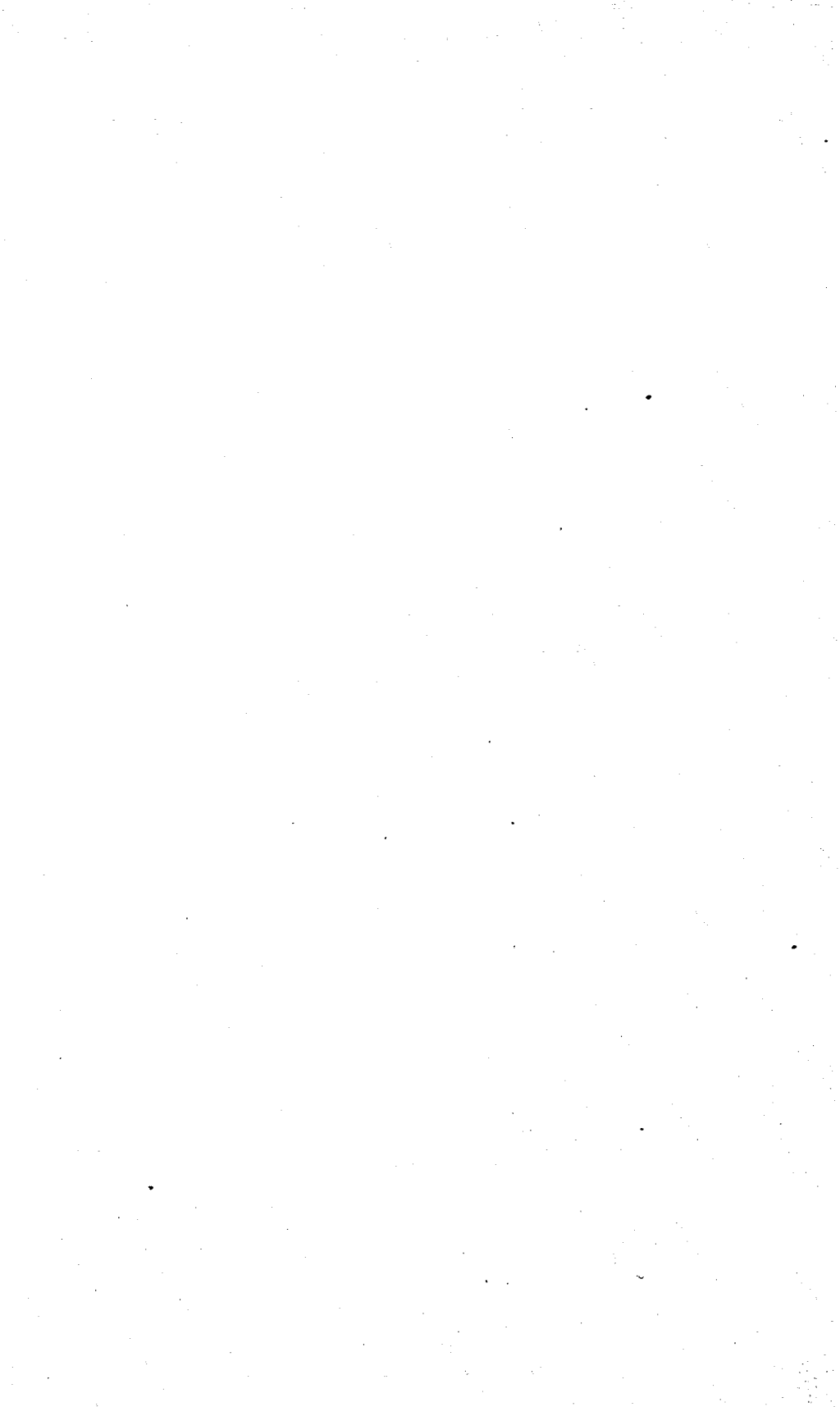
BY SANDFORD FLEMING,
CIVIL ENGINEER.

~~~~~  
Printed by Order of the Legislative Assembly.  
~~~~~



Quebec:

PRINTED BY HUNTER, ROSE & CO., 25, ST. URSULE STREET.
1865.



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# REPORT

ON THE

# INTERCOLONIAL RAILWAY SURVEY.

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MONTREAL, February 9th, 1865.

To the Honorable WILLIAM McDougall,  
Provincial Secretary, Canada.

SIR,—I have the honor to submit the following Report on the Exploratory Survey of the Territory through which the contemplated Railway between the Provinces of Canada, New Brunswick and Nova Scotia is intended to run.

In conducting this Survey, I have considered the routes for the projected Railway which have, on previous occasions, been contemplated, as well as some others which seemed worthy of attention.

I have especially directed my attention to the best means of overcoming or avoiding obstacles which were previously considered serious or insuperable.

I have endeavored to carry on the survey with a strict regard to economy, at the same time efficiency, and I have completed the whole service at as early a period as it was possible, with the means at my command.

I shall, in the following pages, describe the quality of the land in the country examined, and its fitness for cultivation and settlement so far as I have been able to acquire information. I shall also make some allusion to the climatic influences which may operate on the several routes.

I shall likewise report, although I fear imperfectly, on the comparative advantages of the various routes, in a commercial point of view.

The relative position of the several projected routes with the frontier of the United States, will be described.

The estimates of probable cost will be based on calculations made with a view to efficiency, stability and permanency; at the same time having due regard to economy in the expenditure.

A schedule of the plans and profiles of the several lines surveyed, and explorations made, and which have been laid down to convenient scales; together with other papers relating to the Survey, will be found subjoined.

I trust that the information which I have now the honor to submit will enable the Government to judge of the practicability, probable cost, and respective merits, of the several projected routes of this proposed intercolonial communication.

The Governments of the Sister Provinces have afforded me every facility in the prosecution of the Survey, and I am under no ordinary obligations to many of the leading gentlemen in New Brunswick and Nova Scotia for their ready assistance and the valuable information with which they have furnished me.

I have the honor to be, Sir,

Your obedient servant,

SANFORD FLEMING.

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 SCHEDULE OF PLANS AND PROFILES SUBMITTED.
 

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1. Plan of Surveyed Line from Trois Pistoles to Snellier River. Length of Line, 38 miles. Scale, 500 feet to one inch.
2. Approximate Profile of Line from Trois Pistoles to River Snellier. Scales, Horizontal 500 feet, Vertical 50 feet to one inch.
3. Plan of Surveyed Line from Snellier River to Green River Forks. Length of Line, 45 miles. Scale, 500 feet to one inch.
4. Approximate Profile of Line from Snellier River to Green River Forks. Scales, Horizontal 500 feet, Vertical 50 feet to one inch.
5. Plan of Surveyed Line from Green River Forks to Restigouche. Length of Line, 34 miles. Scale, 500 feet to one inch.
6. Approximate Profile of Line from Green River Forks to Restigouche. Scales, Horizontal 500 feet, Vertical 50 feet to one inch.
7. Plan of Surveyed Line from Restigouche to Tobique. Length of Line, 45 miles. Scale, 500 feet to one inch.
8. Approximate Profile of Line from Restigouche to Tobique. Scales, Horizontal 500 feet, Vertical 50 feet to one inch.
9. Plan of Surveyed Line from Tobique to Miramichi Forks. Length of Line, 37 miles. Scale, 500 feet to one inch.
10. Approximate Profile of Line from Tobique to Miramichi Forks. Scales, Horizontal 500 feet, Vertical 50 feet to one inch.
11. Plan of Surveyed Line from Miramichi Forks to Keswick Summit. Length of Line, 55 miles. Scale, 500 feet to one inch.
12. Approximate Profile of Line from Miramichi Forks to Keswick Summit. Scales, Horizontal 500 feet, Vertical 50 feet to one inch.
13. Plan of Surveyed Line from Keswick Summit to Little River. Length of Line, 62 miles. Scale, 500 feet to one inch.
14. Approximate Profile of Line from Keswick Summit to Little River. Scales, Horizontal 500 feet, Vertical 50 feet to one inch.
15. Plan of Surveyed Line from Little River to Coal Creek. Length of Line, 26 miles. Scale, 500 feet to one inch.
16. Approximate Profile of Line from Little River to Coal Creek. Scales, Horizontal 500 feet, Vertical 50 feet to one inch.
17. Plan of Surveyed Line from Coal Creek to Apohaqui. Length of Line, 32 miles. Scale, 500 feet to one inch.
18. Approximate Profile of Line from Coal Creek to Apohaqui. Scales, Horizontal 500 feet, Vertical 500 feet to one inch.
19. Plan of Surveyed Line from Parsboro' to Truro. Length of Line, 60 miles. Scale, 500 feet to one inch.
20. Approximate Profile of Line from Parsboro' to Truro. Scales, Horizontal 500 feet, Vertical 50 feet to one inch.
21. Plan of Surveyed Line from the River M<sup>é</sup>tis to Pierre Brucho's. Length of Line, 30 miles. Scale, 200 feet to one inch.
22. Approximate Profile of Line from River M<sup>é</sup>tis to Pierre Brucho's. Scales, Horizontal 200 feet, Vertical 30 feet to one inch.
23. Plan of Surveyed Line from Pierre Brucho's on Lake Matapedia to near the Forks. Length, 30 miles, Scale, 200 feet to one inch.
24. Approximate Profile of Line from Pierre Brucho's on Lake Matapedia to near the Forks. Scales, Horizontal 200 feet, Vertical 30 feet to one inch.
25. Plan of Surveyed Line from third mile below the Forks of the Matapedia to the Restigouche. Length of Line, 32 miles. Scale, 200 feet to one inch.

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26. Approximate Profile of Line from the third mile below the Forks of the Matapedia to the Restigouche. Scales, Horizontal 200 feet, Vertical 30 feet to one inch.

27. Profile of Line Surveyed from near Moncton to Tantramar Marsh, near Sackville, by Mr. Boyd, distance 30 miles. Scales Horizontal 400 feet, Vertical 60 feet to an inch.

28. Plan of Exploration for alternative line between Rivers Restigouche and Tobique. Scale, one mile to an inch.

29. Plan of Explorations in the Highland District at the Sources of the Rivers Rimouski, Kedgwick, Green River, Snellier, Turadi and Toledi, with Barometrical elevations. Scale, one mile to an inch.

30. General Map of the country between Quebec and Halifax, showing the Lines Surveyed and Projected. Scale, 8 miles to an inch.

31. Chart showing the Relative Geographical Position of the British Islands and British America, with the Shortest Great Lines of Communication between the Continents of Europe and America.

32. Plan of the Line Surveyed in 1864, from St. John, N. B., to Fredericton, by Mr. Burpee. Length, 65 miles.

33. Profile of the Line Surveyed in 1864, from St. John to Fredericton, and to St. Andrew's Junction, by Mr. Burpee.

34. Approximate Profile of Line from River du Loup to River Trois Pistoles from Mr. Rubidge's Survey, 1858. Length  $24\frac{1}{2}$  miles. Scales, Horizontal 400 feet, Vertical 40 feet to an inch.

35. Plan of Line by Acadia Mines from Truro to Rufus Black's on River Phillip. Length 41 miles. Scale, 5 chains to an inch. Mr. Beattie's Survey, 1864.

36. Profile of Line by Acadia Mines. Length, 41 miles. Scales, Horizontal 5 chains, Vertical 50 feet to an inch.



## INSTRUCTIONS

TO

# SANDFORD FLEMING, C. E.,

FROM

THE HONORABLE THE PROVINCIAL SECRETARY OF CANADA.

SECRETARY'S OFFICE,

Quebec, 11th March, 1864.

SIR,—I now address to you in writing, instructions by the Government of Canada for the survey intrusted to you of the route of the proposed Intercolonial Railway, the substance of which instructions has already been communicated to you in a verbal manner, such mode of communication having been adopted at the time in order to avoid delay in your departure from Quebec on the duty in question.

1. You are instructed on the part of the Government of Canada, to proceed immediately to a survey and examination of the territory through which the proposed Railway between this Province and those of New Brunswick and Nova Scotia would run.

2. This survey and examination are intended for the purpose of enabling the Government of Canada to form an estimate of the practicability of the proposed undertaking, and of its probable cost, in order that the expediency of engaging in the work itself may be judged of in a satisfactory manner.

3. The information so obtained will also be at the service of the other Governments interested if desired.

4. On a general examination of the country, you will consider the routes which have on previous occasions been contemplated for the object in question, as well as any others which may seem to you worthy of attention.

5. Your notice will be especially given to any obstacles which may present themselves as requiring serious expense to surmount, and to the best methods of overcoming such obstacles, or of avoiding them by deviations from the direct line.

6. You will also pay attention to the distance of what may in other respects appear the most eligible line from the frontier of the United States at various points.

7. You will make your calculations in the matter of the probable cost of the work with a due regard to economy, but at the same time to full efficiency.

8. Similar considerations will guide you as regards the survey and examination.

9. You will endeavor to act in a cordial and harmonious spirit with any persons who may be appointed, either on the part of the Sister Colonies or of the Imperial Government, to co-operate with you.

10. The completion of the survey and examination at as early a period as possible is highly desirable.

11. You will report your progress from time to time to the Provincial Secretary of Canada.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

A. J. FERGUSSON BLAIR,

Secretary.

S. FLEMING, Esquire,  
Civil Engineer, Fredericton, N. B.

*Letter from Sandford Fleming to the Honorable the Provincial Secretary, Canada.*  
(Copy.)

HALIFAX, 25th April, 1864.

The Honorable

The Provincial Secretary, Canada,

SIR,—I had the honor, on the 21st of March last, to receive at Boiestown, in New Brunswick, written instructions, dated Quebec, 11th March, respecting the Survey of the contemplated Intercolonial Railway, which I had previously been conducting under verbal and general instructions.

By these instructions I was directed on the part of the Government of Canada to survey and examine the territory through which the proposed line of Railway between the Provinces of Canada, New Brunswick and Nova Scotia would run, in order that an estimate may be formed of the practicability of the proposed undertaking, the probable cost of such line or lines as might appear most eligible, and their positions in respect to the frontier of the United States. I was further directed to report progress from time to time.

I have now the honor to report that I have made a general reconnoissance of a great portion of the country between this place and the present terminus of the Grand Trunk Railway at River du Loup, that I have instituted exploratory surveys across from the St. Lawrence to the head waters of the River Restigouche, from the River Tobique to the River Miramichi near Boiestown, and from the last-named place to the line of Railway now built from St. John's to Shediac. These surveys are not yet sufficiently far advanced to enable me to report on the probable results.

A considerable quantity of provisions for the use of surveying parties during the ensuing summer, has been purchased and forwarded to the interior of the country; these provisions are placed in store on the height of land between the St. Lawrence and the Restigouche, at a convenient point to further surveying operations. I have endeavored to employ the winter season to the best advantage, and I now intend to prosecute the survey with vigor in order that it may be satisfactorily completed, agreeably to the desire expressed in my instructions, at as early a period as possible; with that object in view I am organizing a sufficient number of surveying parties to assist me in the important work with which I have been intrusted. These parties will take the field at once, and in order to defray the cost of the requisite outfit and current expenses, I will before long make a requisition for funds.

It gives me great pleasure to state that the Governments of New Brunswick and Nova Scotia have furnished me with every information in their possession, and have afforded me every facility in the prosecution of the Survey so far. The latter Government has requested me to act as Railway Engineer for Nova Scotia, thus evincing a desire to act in harmony with the Canadian Government in completing the great work of Railway communication between the Provinces.

I return at once to New Brunswick, where I will be engaged for a short period, after which I shall proceed to Canada for the purpose of completing arrangements for carrying on active operations during the summer.

I may take this opportunity of stating that any communication with which you may be pleased to honor me will soonest reach me during the progress of the survey if addressed Quebec.

I have the honor to be, Sir,  
Your obedient servant,  
(Signed,) SANDFORD FLEMING.

*Letter from Sandford Fleming to the Honorable the Provincial Secretary, Canada.*

QUEBEC, May 5th, 1864.

To the Honorable

The Provincial Secretary, Canada.

SIR,—I had the honor to address you from Halifax, on the 25th April last, on the sub-

ject of the Intercolonial Railway Survey, reporting the progress made and indicating the steps now being taken by me to prosecute the Survey agreeably to instructions.

I have now the honor to inform you that I have this morning arrived from New Brunswick, and that I am losing no time in completing arrangements to have a sufficient number of surveying parties in the field as early as possible.

A continuous supply of funds will be required to carry on the Survey as at present contemplated, of not less than \$3000 per month, and it would greatly facilitate the work if I had the authority to draw to that amount through any of the Bank Agencies in the Lower Provinces, where the expenditure will chiefly take place.

This rate of expenditure during the present year will not, it is true, be sufficient to make perfect surveys and working plans, but it will, I feel somewhat confident, be sufficient to enable the Government to form an estimate of the practicability of the proposed undertaking, as well as of the comparative cost of some of the routes spoken of.

The expenditure through me up to this time has been \$2,900, in addition to which a further sum has been paid by the Government for the purchase of supplies and forwarding them to the interior of the country for future use. I am not aware what amount has been so expended, but it is probable that up to this time the Survey has cost not less than \$6,000, leaving a balance of the amount appropriated last year of \$4,000.

It will thus be evident from the rate of the expenditure contemplated, that an additional sum of \$20,000 will be required during the present year. I have respectfully to request that sufficient funds be placed at my disposal to pay the current expenses of the service which I have the honor to conduct. I will be happy to furnish at any time statements of expenses with vouchers.

I have the honor to be, Sir,  
Your most obedient servant,  
(Signed,) SANDFORD FLEMING.

*Letter from the Honorable the Provincial Secretary of Canada, to Sandford Fleming.*

SECRETARY'S OFFICE,  
Quebec, 6th May, 1864.

SIR,—I have the honor to acknowledge the receipt of your letter, dated Halifax, 25th ult., and of your second letter, dated Quebec, the 5th inst., upon various topics connected with the Survey of the proposed Intercolonial Railway Line.

Being fully aware that the Members of the Government are extremely anxious that the Survey upon which you are engaged shall be energetically prosecuted in order that they may, as speedily as possible, be placed in possession of the important information expected to result from it, I shall be very glad if you will enable me, when formally submitting these communications for the consideration of my colleagues, to lay before them at the same time your own opinion of the period at which such Survey will be completed.

I have the honor to be, Sir,  
Your obedient servant,  
(Signed,) JOHN SIMPSON, Secretary.

S. FLEMING, Esquire,  
Civil Engineer, Quebec.

*Letter from Sandford Fleming to the Honorable the Provincial Secretary, Canada.*

QUEBEC, May 6th, 1864.

SIR,—I have the honor to acknowledge the receipt of your letter of this date, in which you desire me to state when, in my opinion, the Survey of the proposed Intercolonial Railway will be completed. The instructions, dated 11th March last, which I had the honor to receive, and under which I am now acting, appear to me to mean that what may be termed

a "Preliminary Exploratory Survey" is contemplated; that I should be prepared to report as soon as possible on the various routes which have been proposed, so as to give the Government a tolerably correct idea of the practicability and the cost of each, the nature of the difficulties requiring serious expense to surmount, the character of the country through which they pass, and their position with respect to the frontier of the United States.

To make this Survey, I propose to direct my attention chiefly to the difficult points on each route, and more especially to that portion of the central route lying between Miramichi and the boundary of Canada; on that portion and at the points referred to I shall make surveys of such a character as will satisfy myself as to the practicability or otherwise of the line as well as the approximate cost of overcoming obstacles of a serious nature. Where the country is comparatively level and a line easily constructed, a general examination will probably suffice.

A survey of this nature can, I think, be completed within the present year, at a cost not greatly exceeding the estimate I had the honor to submit in my communication of yesterday's date. A more exact and thorough survey, should the Government desire it, will of course require a much larger outlay.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,) SANFORD FLEMING.

The Hon. JOHN SIMPSON,  
Provincial Secretary, Canada.

*Letter with additional instructions from the Honorable the Provincial Secretary, Canada,  
to Sanford Fleming.*

SECRETARY'S OFFICE,

Quebec, 7th May, 1864.

SIR,—I have the honor to acknowledge the receipt of your letter of yesterday's date— which, with your two previous communications on the same subject, namely, the Intercolonial Railway Survey, the Executive Council have had under their consideration.

And I am directed to request that, in addition to the subject mentioned in your letter of yesterday, as those to which in making the Survey you propose to direct your chief attention, you will report as accurately and distinctly as possible upon the following topics:

1. The comparative advantages of the various routes embraced in your Survey, in a commercial point of view.
2. The quality of the land on the several routes and fitness for cultivation and settlement.
3. The climatic influences which may operate on the several routes.

Upon your application, the Finance Minister will make all necessary arrangements with regard to the supply of funds.

I shall feel obliged by your transmitting information from time to time touching the the progress of your Survey.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) JOHN SIMPSON.

S. FLEMING, Esquire,  
Quebec.

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# REPORT.

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The Exploratory Survey of 1864, conducted by me agreeably to the foregoing instructions and correspondence, has been brought to a close, and it now becomes my duty to report the result.

The main object of the Survey was to enable the Government to judge of the comparative merits of the various routes which have been proposed, as well as any other routes which seemed worthy of attention and feasible for a Railway to connect the Provinces of Nova Scotia and New Brunswick with Canada.

A Railway is already in operation from Halifax, the capital of Nova Scotia, northerly to Truro, in length 61 miles; and the Canadian Railway system extends to River du Loup. The portion of the contemplated International Railway remaining to be constructed lies therefore between Truro and River du Loup.

The distance between Truro and River du Loup by an air line is about 360 miles, and the width of the country within which various routes for the Railway have been proposed, averages not less than 100 miles, much of it moreover is covered with a dense unbroken forest; it is evident therefore that in a field so extensive and so difficult to penetrate, that full justice to the important enquiry could scarcely be expected to be done in one short season.

It was, however, the urgent desire of the Government that they should be placed in possession of such information as might result from the Survey at the very earliest period; I therefore took measures to prosecute the work energetically and to carry out as much of the instructions as it was possible to do within the very limited time which has elapsed since the exploration commenced.

The winter of 1863-64 had commenced before I was fully authorized to proceed with this important service.

I began by making a reconnoissance of the country within the limits of the Survey, at least so far as this could be done by travelling rapidly over the roads that were opened, and on the rivers that were passable at that season of the year. At the same time, I instituted barometrical explorations across the Tobique highlands from Boicestown northerly, as well as on the height of land between the Restigouche and the St. Lawrence.

A large quantity of provisions were also forwarded on the snow and stored at a convenient point in the interior of the country, for the future use of surveying parties.

These necessary preliminary services were completed by the close of winter; immediately thereon four efficient surveying parties were organized, ready to take the field on the snow leaving the ground, or so soon thereafter as circumstances would admit, and to continue at work simultaneously, during the season to the completion of the Survey.

## THE ENGINEERING STAFF.

To assist me in this Survey I selected gentlemen who were previously well known and who have since proved to be eminently qualified for the several duties assigned to them.

An experienced engineer was placed in immediate charge of each surveying party, whose duty it was to carry out my wishes and direct the assistants and men under him.

Each surveying party, besides the engineer in charge, consisted of a sufficient number of assistants to carry on the levelling, surveying and barometrical observations, together with a full complement of axemen and packmen.

Besides the men immediately connected with the surveying parties, Indians and others, were engaged to aid in exploring and also in forwarding supplies to the interior of the wooded districts, during the prosecution of the Survey.

The first party left Quebec in charge of Walter Lawson, Esq., C.E., on May 25th, and proceeded immediately to the highlands where the Rimouski, the Kedgwick (a tributary of the Restigouche), the Green River (a tributary of the St. John), the Toledo and other rivers take their rise.

The second party left Quebec in charge of Thos. S. Rubidge, Esquire, C.E., on the 28th of May, and proceeded by the Temiscouata road to Little Falls on the St. John River. Thence by the Grand River and Wagan portage to the River Restigouche. This party commenced operations by tracing up the Gounamitz River from its confluence with the Restigouche.

The third party left Quebec with myself, on the 31st of May, by the provincial Steamer "Lady Head" for Dalhousie. Samuel Hazlewood, Esquire, C.E., was placed in charge of this party, and he began the season's operations by making an exact survey of the River Metapedia from the Restigouche upwards.

David Stark, Esquire, C.E., took charge of the fourth party; he left Quebec on the 14th of June, by the "Lady Head" for Nova Scotia. He commenced the survey in that Province by tracing a line through a Gap in the Cobequid range, previously discovered to the north of Parsboro', and thence he afterwards continued the survey in the direction of Truro.

Soon after these several parties left Quebec, they were actively engaged in the field, and throughout the season nearly one hundred persons in all were employed in connection with the Survey. This force, with little change and no intermission continued at work in the woods until the close of field operations late in November.

Various kinds of flies were more than usually troublesome during the first half of the season. The parties engaged in the Northern section of the country suffered very much.

Since the close of operations in the field, the engineering staff have been actively engaged reducing the Survey to paper.

#### MAIN DIVISIONS OF THE SURVEY.

An air line drawn between Truro, the nearest point of connection with the Nova Scotia Railway, leading to Halifax and River du Loup, the eastern extremity of the existing Canadian Railway system, is in length about 360 miles; it crosses Cumberland Basin and the Petitecodiac Inlet, both navigable extensions of the Bay of Fundy. These waters cannot be crossed on an air line, and therefore to avoid them it becomes necessary to keep some distance easterly, as far as the very least as a point known as "The Bend of the Petitecodiac," from this point an air line drawn to Truro will clear Cumberland Basin.

Between the tidal waters of the Bay of Fundy at the Bend of the Petitecodiac, and the waters of the Gulf of St. Lawrence at Shediac Harbour, the distance is only 13 miles, and within the limits of this narrow isthmus any railway from the mainland to the Peninsula of Nova Scotia must necessarily pass. The consideration of the whole question of route very naturally, therefore, is divided into two main divisions by the conformation of the country here alluded to. A Railway is constructed across the Isthmus from Shediac to Moncton, a small town at "The Bend," thence westward to the City of St. John, New Brunswick; and as this Railway in part forms a section of some of the contemplated Intercolonial Railway routes, it seems convenient to make it the separating line between the two divisions of the Survey, in which, at present, it is proposed to consider the subject. South of the New Brunswick Railway will therefore, in the following, be called the "Nova Scotia Division," and north of this Railway the "New Brunswick and Canada Division" of the Survey.

#### THE NOVA SCOTIA DIVISION OF THE SURVEY.

The chief obstacle to be overcome on this division of the Survey is a range of highlands known as the Cobequid Hills, lying immediately to the north of Truro. This conspicuous range seems to divide the Bay of Fundy into two great forks, the most northerly

one some fifty miles in length, and terminating in the Cumberland Basin, at the head of which is the town of Amherst, the more southerly fork not less than eighty miles in length, from Cape Chignecto to the head of Minas Basin at Truro.

The Cobequid Hills range in altitude from 800 to 1,000 feet above the sea; they extend almost due east and west of Truro, to a total length of about one hundred miles, and with a breadth averaging perhaps about ten or twelve miles. Moncton is nearly north-west from Truro, and, therefore, the general direction of the Railway route crosses the Cobequid range obliquely.

North of the Cobequid Hills the surface of the country is comparatively flat; at one or two points it is irregular and broken, but no difficulties of an unusual character occur.

At different times four lines have been surveyed from Truro towards New Brunswick; beginning with the most easterly, they may be briefly described in the following order:—

*Line No. 1.*—From Truro this line runs easterly along the valley of the Salmon River, following the route of the Railway now under construction to Pictou, to a place known as Wall's Mill, some ten miles out of Truro: thence it turns northerly and crosses the Cobequid range in the neighborhood of Bartown, at an elevation above the sea of 506 feet; descending to the general level, it then runs to the west of Tatmagouche, Wallace and Pugwash, generally parallel to the Gulf coast to the boundary of New Brunswick at Bay Verte; thence, prolonged northerly, this line was intended to intersect the Railway from St. John to Shediac near the latter place. This line was surveyed about the year 1853, by Mr. James Beatty for an English contracting firm. I believe it was found generally favorable with gradients, except on the northern slope, not exceeding 53 feet per mile, and minimum curves of half a mile radius.

*Line No. 2.*—This line runs from Truro in a north-westerly direction up the southern slope of the Cobequid range until it reaches Folly River, following which the summit is attained at Folly Lake, at an elevation of 600 feet above high tide water. Folly Lake is situated in a pass through the high lands, within which Folly and Wallace Rivers take their rise; the former flowing southerly, the latter northerly.

The descent of both streams is very rapid, involving heavy work and heavy gradients, the latter ranging from 60 feet per mile for about six miles ascending northerly, to 66 or 70 feet per mile, descending on the opposite side. Some lesser difficulties occur to the north of the main range, but after the River Philip is crossed the country undulates easily, and the line will then be direct with favorable gradients.

This line was surveyed under the directions of the late Major Robinson, in 1847, and described in the Report of Captain Henderson.

Lines No. 1 and 2 are common north of Bay Verte.

*Line No. 3.*—This line follows the same general direction as line No. 2, until the Folly River is reached, but instead of turning to the north and crossing through the Folly Pass, it continues ascending the southern slope of the high ground to a stream known as Great Village River. After crossing a branch of this stream by an expensive viaduct the line strikes the main valley near the Acadian Mines, and continues along the Eastern bank on an ascending gradient to the summit at Sutherlands Lake, 24 miles out of Truro, and 700 feet above the sea. The heaviest gradient between Truro and the summit is about 62 feet per mile for  $1\frac{1}{2}$  miles, and extends from the Acadian Mines upwards.

The descent on the northern slope is comparatively easy, the gradients not exceeding 53 feet per mile. After crossing the Cobequid range, the line continues in a direction north-westerly to Amherst, Sackville, Dorchester, and thence to a point on the St. John and Shediac Railway, about six miles easterly from Moncton. This line has not been instrumentally surveyed for a distance of over 30 miles, between Sackville and the River Philip, 41 miles from Truro, but the country is favorable and no serious difficulty is apprehended. Between Sackville and Moncton, the only obstacle of any moment is a high ridge near Dorchester. The profile on the line surveyed shows ascending and descending gradients at this point of about 80 feet per mile, but I am induced to think that farther surveys may prove that these heavy gradients need not be adopted.

The portion of this line extending 41 miles out of Truro was surveyed during the past year by Alexander Beattie, Esquire, C.E., for the proprietors of the Acadian Mines, the section lying between the Provincial Boundary Line near Amherst, and Moncton, about 33

miles in length, was surveyed last year by J. E. Boyd, Esquire, C.E., under instructions from the Government of New Brunswick.

The following is an abstract of the aggregate length of grades shown on the profiles:

*From Moncton to Tantramar River.*

|                                       | Ascending Southerly. | Ascending Northerly. |
|---------------------------------------|----------------------|----------------------|
| Grades under 20 feet to the mile..... | 2.9 miles.           | 3.1 miles.           |
| “ 20 to 30 “ .....                    | 1.1 “                | 1.6 “                |
| “ 30 to 40 “ .....                    | 1.5 “                | 0.9 “                |
| “ 40 to 50 “ .....                    | 0.7 “                | 2.5 “                |
| “ 52-8 “ .....                        | 0.7 “                | 2.2 “                |
| “ 79 “ .....                          | 2.3 “                | 0.7 “                |
| <hr/>                                 |                      |                      |
| Level .....                           | 10.1 miles.          |                      |
| Total length of Section.....          | 30.3 “               |                      |

*From Truro to River Philip.*

|                                      | Ascending Southerly. | Ascending Northerly. |
|--------------------------------------|----------------------|----------------------|
| Grades under 20 feet to the mile.... | 1.4 miles.           | 0.4 miles.           |
| “ 20 to 30 “ .....                   | 1.5 “                | 1.4 “                |
| “ 30 to 40 “ .....                   | 2.3 “                | 0.0 “                |
| “ 40 to 50 “ .....                   | 0.0 “                | 1.5 “                |
| “ 52-8 “ .....                       | 11.3 “               | 4.6 “                |
| “ 59 “ .....                         | 0.0 “                | 4.8 “                |
| “ 62 “ .....                         | 0.0 “                | 4.3 “                |
| <hr/>                                |                      |                      |
| Level .....                          | 7.1 miles.           |                      |
| Total length of Section.....         | 44.1 “               |                      |

*Line No. 4*—Nearly due South of Amherst a break or opening in the Cobequid range occurs, and presents a very favorable opportunity for crossing from the head of the northerly fork of the Bay of Fundy to the Basin of Minas at the head of which Truro is situated. In this opening a branch of Macan River, which flows into Cumberland Basin, near Amherst, and also Partridge River, which flows into Minas Basin near Parsboro', take their rise. The summit between these streams is less than a hundred feet above high tide and suggestive of very easy gradients. In every other respect the ground for 30 or 40 miles southerly from Amherst is extremely favorable for a Railway line. The same may be said of the country for a like distance on the southerly end of this line, viz.: from Truro to a place called Economy, along the coast of the Basin of Minas. From Economy to Parsboro' the survey did not prove so satisfactory. Two spurs of the Cobequid range had to be surmounted; the one at a level of 350 feet and the other at 230 feet above high tide water. Several deep ravines had also to be crossed, involving heavy work on this section; and the maximum gradients found necessary between Parsboro' and Economy, ascending and descending, are 60 feet per mile.

The approximate profile prepared from the Exploratory Survey made under my direction during the past season, from Jeffers Lake, a few miles north of Parsboro', to Truro, has the gradients laid down thereon, of which the following is an abstract:

|                                                       | Ascending Southerly. | Ascending Northerly. |
|-------------------------------------------------------|----------------------|----------------------|
| Total length of Grades under 20 feet to the mile..... | 8.5 miles.           | 5.1 miles.           |
| “ “ 20 to 30 “ .....                                  | 6.5 “                | 4.2 “                |
| “ “ 30 to 40 “ .....                                  | 2.2 “                | 4.7 “                |
| “ “ 40 to 50 “ .....                                  | 0.0 “                | 1.7 “                |
| “ “ 52-8 “ .....                                      | 2.2 “                | 5.0 “                |
| “ “ 60 “ .....                                        | 5.1 “                | 1.9 “                |
| <hr/>                                                 |                      |                      |
| Level.....                                            | 12.9 miles.          |                      |
| Total length of Section.....                          | 60.0 “               |                      |



From Jeffers Lake northerly to Amherst and the New Brunswick boundary, the country is so simple in its features that a survey was not deemed necessary. From Amherst, northerly, lines Nos. 3 and 4 are common. The lengths of these four lines from Truro to a common point east of Moncton, according to the best information in my possession, may be given as follows:

*Line No. 1.*

|                                                                                            |            |
|--------------------------------------------------------------------------------------------|------------|
| From Truro along Pictou Railway, under construction, to Wall's Mill...                     | 10 miles.  |
| From Wall's Mill to intersection with New Brunswick Railway, near Shediac .....            | 106 "      |
| From intersection, near Shediac, along New Brunswick Railway to point east of Moncton..... | 7 "        |
| Total.....                                                                                 | 123 miles. |

Of which 17 miles are already constructed or in progress.

*Line No. 2.*

|                                                                                            |            |
|--------------------------------------------------------------------------------------------|------------|
| From Truro to intersection with New Brunswick Railway, near Shediac.                       | 103 miles. |
| From intersection, near Shediac, along New Brunswick Railway to point east of Moncton..... | 7 "        |
| Total.....                                                                                 | 110 miles. |

*Line No. 3.*

|                                                                       |            |
|-----------------------------------------------------------------------|------------|
| From Truro, by Acadian Mines and Amherst, to point east of Moncton... | 106 miles. |
|-----------------------------------------------------------------------|------------|

*Line No. 4.*

|                                                                      |            |
|----------------------------------------------------------------------|------------|
| From Truro, by Parsboro' and Amherst, to point east of Moncton ..... | 125 miles. |
|----------------------------------------------------------------------|------------|

A fifth line may be had by connecting line No. 1, after crossing River Philip, with lines Nos. 3 and 4, in the neighborhood of Amherst, and a sixth line may be had by combining lines Nos. 2 and 3, by a short connection running from the former near Tullock's Creek, to the latter near Salt Springs.

|                                          |            |
|------------------------------------------|------------|
| The total length of No. 5 would be. .... | 124 miles. |
| Do of No. 6 do about.....                | 111 "      |

And the several lines, so far as distance is concerned, will stand thus:

|                                                               |    |
|---------------------------------------------------------------|----|
| No. 1.—123 miles, Truro to point east of Moncton, by Shediac. |    |
| No. 2.—110 miles,                                             | do |
| No. 3.—106 miles,                                             | do |
| No. 4.—125 miles,                                             | do |
| No. 5.—124 miles,                                             | do |
| No. 6.—111 miles,                                             | do |

The greatest length of level or easy gradients will be found on line No. 4, whilst on lines Nos. 1 and 5 will be found the lowest maximum gradients. In this respect, line No. 3 next appears most favorable, but in making a comparison between these different routes, it becomes necessary to exclude the heavy ascending and descending gradients common to lines Nos. 3, 4, 5 and 6, near Dorchester.

The obstacles in this quarter can certainly be overcome with easier grades either by an increase of cost or of distance, for which ample allowance will be made in the estimate. It appears that lines Nos. 2 and 6, crossing the Cobequid ridge by Folly Pass have the least favorable gradients.

*Lines Nos. 1 and 2* would best serve the local traffic at present centring in the villages of Tatmagouche, Wallace, Pugwash, and Bay Verte on the Gulf coast.

*Line No. 3* would accommodate Amherst, Dorchester and Sackville. And *Line No. 4*, in addition to serving these points, would also accommodate Parsboro' and the several villages along the north shore of the Basin of Minas.

*Line No. 5* would equally with No. 1 serve Tatmagouche, Wallace and Pugwash, whilst at the same time it would pass through Amherst, Dorchester and Sackville.

*Line No. 6*, whilst passing through Amherst, Dorchester and Sackville, would, to the same extent as line No. 2, accommodate the population on the Gulf shore around Tatmagouche, Wallace and Pugwash.

The country south of Amherst on the Macan River and some of its tributaries, abounds in coal in thick beds and of excellent quality. This valuable coal field would be opened up by lines Nos. 3, 4 and 6.

The Cobequid range is rich in iron ore of the best description; it is now manufactured on the southern flank of the range, at the establishment of the Acadian Iron Company. Annually considerable quantities of iron are exported to England, and there converted into steel, for which, from its quality, it is admirably adapted. It is considered that iron manufactures of all kinds would be established and greatly multiplied in this section were proper facilities created for bringing the coal and ore together. Line No. 3 accomplishes this end, and so also does Line No. 6; although the latter does not in the same degree accommodate the existing establishment of the Acadian Mining Company now in operation on Great Village River.

In review of the above it would seem that, apart from the question of distance and gradients, a central route, whilst opening up the mineral districts both of coal and iron, would at the same time serve generally the population of the country as well as any other line specially located with that object solely in view, and without regard to the development of the rich mineral resources of this district.

Although the surveys which have been made show that the central routes referred to are the shortest, they have not the advantage when gradients are considered, still I am convinced that further surveys would result in modifying or greatly improving one or other of these lines, or in finding, in part at least, a new line which, whilst securing all the advantages claimed for either of the central lines, would have the additional recommendation of possessing more favorable gradients and curves throughout, from Truro to Moncton. It would not be wise to calculate that an improved central line can be had, without to some extent affecting the cost and distance. I shall, therefore, in the estimate, consider the distance from Truro to the point intersected with the New Brunswick Railway, east of Moncton, as 109 miles, nearly a mean between the length of Line No. 6 and No. 3; thus making ample allowance for the improvement of the gradients at Dorchester, as well as those on the ascent to the Cobequid summit, should the general route of line No. 3 be finally adopted.

Between Moncton and Truro, with the exception of the mineral districts which are for the most part in a state of wilderness, much of the country is settled, and in some sections cultivated farms of the richest description can be seen.

ESTIMATE OF QUANTITIES.

I shall now proceed to give the quantities of the principal kinds of work required to complete the bridging and grading on the sections surveyed last summer. The quantities are the data on which I shall base the estimate of cost when I come to that part of the subject; they are calculated from the profiles of the lines which have been made from the information derived from the Survey; but as the profiles are, in some cases at least, only approximate, great accuracy cannot be expected. Tables have been prepared showing the quantities of work on each separate mile, of which the following is a summary:—

From the point of connection with existing railway, east of Moncton, to Tantramar River, near Sackville, length of line surveyed, 30 miles.

|                                               |                     |
|-----------------------------------------------|---------------------|
| 1. Common Excavation.....                     | 1,083,854 c. yards. |
| 2. Assumed proportion of Rock Excavation..... | 114,146 “           |
| Total Excavation .....                        | 1,198,000 “         |
| 3. Culvert Masonry.....                       | 10,771 “            |
| 4. Bridge do.....                             | 2,132 “             |
| 5. Weight of Wrought-iron Bridges.....        | 435 tons.           |

From Truro to East Branch of River Philip near Rufus Black's, by way of the Acadian Mines. Length of this section as surveyed  $41\frac{18}{100}$  miles.

|                                             |           |              |
|---------------------------------------------|-----------|--------------|
| 1. Common Excavation.....                   | 1,945,000 | cubic yards. |
| 2. Assumed proportion of Rock Excavation... | 586,000   | "            |
|                                             | 2,531,000 | c. yds.      |
| 3. Culvert Masonry.....                     | 27,023    | "            |
| 4. Bridge Masonry. ....                     | 13,272    | "            |
| 5. Weight of Wrought-iron Bridges.....      | 876       | tons.        |

Between Tantramar River, where the first section above referred to ends, and Rufus Black's, on the River Philip, where the second section begins, an instrumental survey has not been made, and, in consequence, there is no certain data from which the exact quantities of work can be computed. It is believed, however, that the following rough estimate, from a hurried examination of this intermediate section, will, when added to the above quantities, give a full estimate of the work on the whole line between Moncton and Truro.

|                                               |         |              |
|-----------------------------------------------|---------|--------------|
| 1. Common Excavation .....                    | 894,000 | cubic yards. |
| 2. Assumed proportion of Rock Excavation..... | 7,000   | "            |
|                                               | 901,000 | c. yards.    |
| 3. Culvert Masonry.....                       | 12,000  | "            |
| 4. Bridge do. ....                            | 7,650   | "            |
| 5. Wrought-iron in Bridges.....               | 436     | tons.        |

Adding the quantities above given together, we shall then have the total quantities of the chief kinds of work required to complete the bridging and grading of the whole line within the Nova Scotia Division of the Survey; that is to say, from Moncton to Truro, as follows. —

|                                               |           |              |
|-----------------------------------------------|-----------|--------------|
| 1. Common Excavation.....                     | 3,922,854 | cubic yards. |
| 2. Assumed proportion of Rock Excavation..... | 707,146   | "            |
|                                               | 4,630,000 | "            |
| 3. Culvert Masonry.....                       | 49,794    | "            |
| 4. Bridge do. ....                            | 23,054    | "            |
| 5. Bridge Iron.....                           | 1,747     | "            |

The quantities on the line by way of Parsboro' (No. 4) have been computed in a manner similar to that above described, with the following results: —

|                                               |           |              |
|-----------------------------------------------|-----------|--------------|
| 1. Common Excavation.....                     | 4,765,954 | cubic yards. |
| 2. Assumed proportion of Rock Excavation..... | 388,146   | "            |
|                                               | 5,154,100 | "            |
| 3. Culvert Masonry.....                       | 44,634    | "            |
| 4. Bridge do. ....                            | 20,702    | "            |
| 5. Weight of Iron in Bridges.....             | 1,877     | tons.        |

In calculating the quantities of earthwork, in every case the cuttings have been estimated 30 feet wide at formation level, side cuttings 24 feet, and embankments 18 feet wide; the various structures are intended to be of a substantial and permanent character, they are estimated to be either stone Culverts, or Bridges made of wrought-iron, on stone abutments and piers, and it is believed that the quantities herein given are ample.

The probable cost of this division of the work will be considered when that of the whole line is taken up.

## NEW BRUNSWICK AND CANADA DIVISION OF THE SURVEY.

Two Railways are already constructed and in operation within the limits of the Province of New Brunswick; one, designated the New Brunswick and Canada Railway, commences at the Town of St. Andrews on Passamaquoddy Bay, at the extremely south-westerly angle of the Province; it extends in a northerly direction, parallel to and not far from the boundary of the State of Maine, a distance of nearly ninety miles, to a point known as Richmond Station, some four or five miles to the west of the Town of Woodstock.

The other line in operation is designated "The European and North American Railway." It begins at the city of St. John on the north shore of the Bay of Fundy, and extends a distance of about 105 miles, in a north-easterly direction, to Shediac, on the Gulf of St. Lawrence. In considering the subject of Intercolonial communication, two points on this line of Railway are of great importance; one, the City of St. John, although not the political capital, the commercial centre of New Brunswick, and the other, Moncton, which commands every possible overland route, not only from Canada and New Brunswick, but from the United States to Nova Scotia, and its capital, Halifax.

St. John, although the great commercial centre of New Brunswick, is not, however, the only place of importance. There are towns, such as Fredericton, the seat of Government, Woodstock and other places on the western side of the Province; and Chatham, Bathurst, Dalhousie and Campbelltown on the Gulf coast. These all possess a certain amount of local traffic, the accommodation of which it is desirable to keep in view. It unfortunately happens, however, that a line constructed from River du Loup by the coast to Moncton, whilst best serving Halifax and the population on the east of New Brunswick, would do so at the expense of St. John and other places in the west.

It will be seen, too, that a direct line from St. John would serve that city and the towns and settlements in the west, whilst the points referred to on the Gulf coast would necessarily be neglected.

This is here alluded to in order to show that the selection of a Railway route through New Brunswick, is involved in local sectional difficulties at the very outset. The settlement of the Province has naturally enough followed its navigable waters; on the south by the Bay of Fundy and its inlets; on the east by the coast and bays of the Gulf of St. Lawrence; and on the west by the River St. John, which extends, and to some extent is navigable, almost to the extreme north-westerly angle of the Province. In consequence, New Brunswick may be said to be peopled as yet only round its outskirts. There is a vast area in the interior unoccupied, not because the soil is so much more uncultivable than elsewhere, but because it had hitherto been, and is still, inaccessible.\*

Although I have chiefly to deal with the engineering features of the subject, these considerations cannot be overlooked in taking up the whole matter covered by my instructions, as in view of traffic for the contemplated Railway, the question of route is very naturally and very properly influenced by the present and prospective business of the country traversed.

An air line drawn from the City of St. John to River du Loup, is about 250 miles in length, but such a line falls within the State of Maine, as much as 25 miles. The shortest line that can be drawn on British territory, is some five miles longer; it extends directly from St. John to the north-easterly angle of Maine near the Grand Falls, thence along the boundary some thirty miles, then straight across the country by Little Falls to River du Loup.

An air line drawn from Moncton to River du Loup, passes entirely within Bristol soil; although near Little Falls, it comes within two or three miles of the American boundary—this line is 260 miles in length.

Practically then, the relative position of these three points, viz.: River du Loup, Moncton and St. John, may be viewed as forming the angles of an isosceles triangle, the

\* "A Parallelogram bounded on the south-east by a line drawn from Fredericton to Chatham, on the north-east by a line drawn from Chatham to Métis, on the south-west by a line drawn from Fredericton to River du Loup, on the north-west by the settlements along the River St. Lawrence; about ninety miles in width, by about 200 miles in length, and embracing nearly 18,000 square miles, is both unsettled and roadless."

base of which is the Railway in operation from St. John to Moncton, 90 miles, and the sides from 255 to 260 miles in length.

The construction of a Railway on either of these direct lines is quite impracticable; there are many engineering difficulties on each, which render it necessary to depart materially from the straight course; and if practicable, for military reasons the building of an Intercolonial Railway on either of these lines, touching, as they do, the American frontier, is pronounced by military authorities objectionable.

In seeking to avoid the great military objection to any line in close proximity to the American boundary, we unfortunately increase the engineering difficulties; as, in looking for a line sufficiently distant from the frontier, unless we at once go to the other side of the Province, and thus considerably increasing the length, we are driven into a section of the country characterised by great irregularities of surface and difficult to penetrate.

In dealing with the whole subject we cannot, however, overlook military considerations, and although it is difficult to learn exactly what minimum distance from the frontier would satisfy the military authorities, reference to this question is unavoidable.

I could not presume to express an opinion on the best military position for the Railway, or even enter into the question of route in a purely military aspect at all; but in the absence of any specific instructions or suggestions on this point, I found it necessary to look for some rule by which to be guided at the beginning and during the progress of the Survey. For a number of miles west of River du Loup, the Grand Trunk Railway passes the north-western boundary of the State of Maine at a distance of scarcely 50 miles; this, at all events in a military aspect, is a precedent, and may suffice to establish the minimum distance allowable between the contemplated line of Railway and the north-eastern angle of the same State. I have accordingly laid off this distance on the accompanying general map of the country, from the frontier to points on the River Trois Pistoles, Green River, the Restigouche and Tobique. Lines connecting the points and prolonged direct to St. John in the one hand and to Moncton on the other, may, simply to distinguish them from other lines, be termed "Military air lines."

These "Military air lines" (so called) are intended not to approach the American frontier at any point nearer than the Grand Trunk Railway does in its course between River du Loup and Quebec.

Such lines connecting River du Loup with St. John measure about 275 miles, and from River du Loup to Moncton, about 265 miles.

While having due regard to routes which, for their commercial or engineering reasons simply, might approach or touch either the American frontier on one side of New Brunswick, or the Gulf coast on the other, I ventured to assume that the military authorities would offer no decided objection to the construction of the contemplated Railway on or near the lines last referred to.

I had in view, therefore from the beginning of the Survey, the discovery of at least one practicable route for the Railway, which, without increasing the distance unnecessarily, would conform, as near as possible, with the guiding rule above alluded to.

A section of the country on either of these Military air lines, whilst showing that the construction of a Railway precisely thereon is entirely beyond the limits of practicability, will, at the same time, indicate and illustrate the bold physical features which characterise a very large portion of the territory embraced by the Survey.

Beginning at River du Loup and following the line laid down at the prescribed distance from the main boundary to the City of St. John, we find that in passing over the mountainous ridge which separates the St. Lawrence from the Restigouche, not only is a maximum elevation of nearly 2,000 feet above the sea reached, but the surface passed over is of a very broken character; minor ridges nearly all crossing the line in a right-angled direction, are constantly met with; these attain elevations ranging from probably 1,000 feet to nearly double that height above the sea, and are separated by low lying water channels; of which may be mentioned, Lake Temiscouata, River Toledé, Squatook Lakes, besides the branches of Green River. Several of these waters will not exceed 500 feet above sea level.

The distance from River du Loup by the air line at its crossing the Restigouche River is nearly one hundred miles, and the latter river at the crossing is about 450 feet above

the sea. The great ridge continues easterly between the St. Lawrence on the north, and the Restigouche and Bay Chaleurs on the south, until it terminates in the Gaspé Peninsula. It must be crossed at some point by any line of Railway communication, intended to connect the Maritime Provinces with the Canadas, but the section now being described crosses it in perhaps one of the least favorable directions.

Continuing from the Restigouche southerly to Tobique, a distance of about 35 miles, the line crosses a heavy irregular swell running easterly and westerly, and attaining a summit height varying from 1,000 to 1,200 feet above the sea. The line crosses the Tobique at about 500 feet above the same level. From the River Tobique continuing southerly it has a third main ridge to cross; this ridge is known as the Tobique Highlands, it extends easterly from the River St. John to a rugged district in the interior of New Brunswick, where the Tobique, the Upsalquitch, the Nipisiguit, and some tributaries of the Miramichi take their rise. On the air line from St. John this ridge separates the Tobique from the main Miramichi, and is, in a direct line, about 45 miles in width; the height of and passed over will probably not be less than 1,500 or 1,700 feet. The height of the River Miramichi at the crossing is probably a hundred feet greater than at the Tobique crossing.

South of the Miramichi on the same line continued, the ground rises again to a considerable elevation and is intersected by deep river valleys. The line passes to the east of Fredericton some eight miles and crosses the River St. John about twelve miles below that city. Continuing onwards it crosses the river a second time, as well as a long, wide and deep extension of the St. John River called Kennebecdasis Bay, besides a good deal of broken ground immediately north of the city of St. John.

The (so called) Military air line, from River du Loup to Moncton, passes over ground north of the Miramichi, not dissimilar to that of the St. John air line above described. The country between the Miramichi and Moncton is much simpler in its character, and on this section no insurmountable difficulties exist.

Aware of the importance of a favorable Railway route in the general direction of the military air line above alluded to, I determined to exert every effort to discover one; although it must be confessed the above sketch of the leading features of the country, and the following extracts from the report and correspondence of Major Robinson, dated 1848 and 1849, made it appear extremely doubtful that a practicable line could be had.

"The fourth obstacle is the broad and extensive range of highlands which occupies nearly the whole space in the centre of New Brunswick, from the Miramichi River north to the Restigouche. Some of these mountains rise to an altitude exceeding 2,000 feet.

"The Tobique River runs through them, forming a deep valley or trough which must be crossed by the direct line, and increases greatly the difficulty of passing by them.

"The lowest point of the ridge overlooking the Tobique River, at which any line of railway must pass, is 1216 feet above the sea. Then follows a descent to the river of 796 feet in 18 miles, and the summit level on the opposite ridge or crest between the Tobique and Restigouche waters 920 feet above the sea, or a rise of 500 feet above the point of crossing at the Tobique water. These great summit levels which must be surmounted, form a serious objection to this route.

\* \* \* \* \*

"The fifth and last obstacle to be overcome, and which cannot be avoided by any of the routes, is the mountain range running along the whole course of the River St. Lawrence in a very irregular line, but at an average distance from it of about twenty miles. It occupies with its spurs and branches a large portion of the space between the St. Lawrence and the Restigouche Rivers. The rocks and strata composing the range are of the same character and kind as the Tobique range. The tops of the mountain are as elevated in the one range as in the other.

"The exploring parties failed in finding a line through this range to join on to the direct line through New Brunswick, but succeeded in carrying on the Eastern or Bay Chaleurs route, owing to the fortunate intervention of the valley of the Metapedia River.

"The line which was tried and failed was across from the Trois Pistoles River, by the heads of Green River and down the Pseudy or some of the streams in that part running into the Restigouche River."

\* \* \* \* \*

"From Boicestown the general course was followed, and levelled as far as the Tobique

River, but the country was so unfavorable that new courses had to be constantly sought out.

"A new line altogether was tried from the Tobique as far as the Wagan portage.

"The results deduced from the observations and sections proved this line to be quite impracticable for a Railway.

"Whilst the line was being tried, other parties explored from Newcastle on the Miramichi River, over to Crystal Brook on the Nipisiguit, the valleys of the Upsalquitch and its tributaries and as far as the Restigouche River.

"The country at the upper waters of the Nipisiguit, and the whole of the Upsalquitch valleys, were found to be rough, broken and totally impracticable.

"The result of this season's labours went to show that the best, if not the *only* route that would be likely to be practicable, would be by the North-west Miramichi to Bathurst, and then along the Bay Chaleurs."

\* \* \* \* \*

"A large party was engaged in trying to find a line from Trois Pistoles River on the St. Lawrence through the Highlands to the Restigouche River, for the purpose of connecting on to the New Brunswick party. The winter overtook them whilst still embarrassed in the Highlands at the head waters of the Green River.

"The dotted lines on the General Plan will show their attempts.

"A line was tried up the valley of the Abersquash, but it ended in a *cul-de-sac*; there was no way out of it.

"A second line was carried from Trois Pistoles over to Lac-des-Iles, Eagle Lake; and by the middle branch of the Tuladi River, the north-west branch and head waters of the Green River were gained.

"But this point was not reached except by a narrow valley or ravine of four miles in length.

"A Theodolite section was made of it, and it was found to involve a grade of at least one in forty-nine, and to attain that, heavy cuttings at one part and embankments at another would be necessary.

"There is no occasion at present to enter upon the discussion of whether this should condemn a whole line; for having attained the forks at the head of the main Green River, no way was found out of it, and this explored line, like the first mentioned, must be considered to have ended in a *cul-de-sac* also."

\* \* \* \* \*

"Large parties were thus employed at great expense for two seasons on this central and direct line through New Brunswick.

"Judging from the results of our labours, from those of others, and the natural difficulties of the country as described, I do not think any further explorations would be attended with any marked difference of success."

The exploration undertaken on snow shoes, early last year from Boiestown on the Miramichi northerly to the River Tobique (together with information from other sources) resulted so far satisfactory, that no obstacles of an insuperable nature were apprehended in that quarter.

The exploration similarly undertaken between the St. Lawrence and the Restigouche during the winter 1863-64, although it added to the information previously gathered, proved unsuccessful in the main object in view; and in consequence, the probability of finding a practicable passage from the Railway between these waters, was rather diminished than increased by the additional knowledge of the country thus obtained.

Hence it appeared of the utmost importance, to have this section carefully explored, before commencing the Railway Survey on any other portion of a direct central route; so soon as this vital point became thoroughly understood, it would then be easy to decide whether to proceed with or abandon the survey through the interior.

Vigorous measures were required to settle the question of practicability through this district with as little delay as possible. I, therefore, concentrated the efforts of two thoroughly efficient and well-appointed surveying parties to the solution of the difficulty.

One party entered on the exploration from the Restigouche, following up the valley of the Gouanabitz, and aiming at the discovery of a passage into the valley of Green River, near its south-easterly source.

Another party entered from Rimouski, with the view of finding a suitable passage from the valley of Rimouski River, by its south-easterly branches, to the valley of the Kedgwick, and thence, should the first-mentioned party fail, to the River Restigouche.

Both attempts proved successful.

Having thus a choice of routes across the height of land forming the northerly watershed of the Great Restigouche Basin, and being unable from the shortness of the season, and more particularly from the very limited appropriation at my command, to follow up both, it became necessary to make a selection; I therefore decided reluctantly to abandon the exploration by the Rimouski and Kedgwick, and determined to continue the survey by the Gounamitz and Green River; the latter route appearing the most direct, and at the same time sufficiently remote from the frontier. On arriving at this decision, both parties were placed on the Gounamitz route.

Whilst these explorations were in progress, two other equally efficient surveying parties were engaged, the one in Nova Scotia, between Truro and Moncton, the other in making a re-survey of that portion of the line through the Metapedia valley, considered the most difficult and expensive of the route recommended by Major Robinson. The character and results of the latter examination will be hereafter referred to.

So soon as the party in Nova Scotia had completed all that I felt justified in doing in that Province. I immediately transferred it to New Brunswick, and there engaged it in the continuation of the line which commenced in the valley of the Gounamitz.

Anxious to have a continuous instrumental survey, from the St. Lawrence to the line of railway running from St. John to Moncton, before the season closed and the appropriation became exhausted, I transferred the Metapedia party, early in October, to the south of New Brunswick to aid in this work. From the beginning of October to the close of field operations, the four parties were simultaneously engaged on the same route.

By the beginning of December, a continuous line of levels and other measurements were made from Trois Pistoles to Apohaqui Station, about midway on the railway running from the city of St. John to Moncton. And thus, although the object of the survey was mainly to ascertain beyond a doubt that there was nothing impracticable in the way; yet the additional information obtained, by the completion of the instrumental measurements on this particular line, is doubtless of very considerable importance, as it gives pretty satisfactory data on which to base an approximate estimate of the probable cost of the line surveyed; as well as collateral data of some value in estimating the cost of other possible lines through analogous sections of the same country, but which as yet have not been similarly examined.

#### THE SURVEYED GENERAL LINE.†

I shall now proceed to give an outline of the engineering and other features of the Central route above referred to, beginning at the point of connection with the Grand Trunk Railway near River du Loup, and terminating at Apohaqui Station, on the New Brunswick Railway.

I found that an exploratory survey had been made some six years ago, in connection with the works of the Grand Trunk Railway from River du Loup easterly to River Trois Pistoles, a distance of 24 miles. This survey was of a satisfactory nature, and it was therefore deemed unnecessary to go over the ground a second time.

#### RIVER DU LOUP TO RIVER TROIS PISTOLES.

On this section three rivers of importance are crossed, viz.: River du Loup, River Verte, and River Trois Pistoles. The last will require a bridge of great magnitude, as the river flows in a rocky gorge about 150 feet deep and of considerable width even at the most favorable point. It is proposed to cross this river and ravine on a viaduct of thirteen spans, one of which is intended to be one hundred feet in the clear, and the remaining

† New Brunswick and Canada Division of the Survey.



twelve with 60-foot openings. The bridges over the Rivers du Loup and Verte will each have three 70-foot spans. The former will be about 22 feet above the water, and the latter 30 feet.

The following summary of the grades given on the profile will show that they are on this section extremely favorable, very few being over 40 feet to the mile; the highest ascending south is about half a mile in length at 52.8 feet to the mile, and the maximum ascending south is 53.5 feet per mile.

| CHARACTER OF GRADES.          | TOTAL LENGTH OF GRADES IN MILES. |                  |
|-------------------------------|----------------------------------|------------------|
|                               | Ascending South.                 | Ascending North. |
| Under 20 feet per mile.....   | 8.4                              | 4.6              |
| “ 20 to 30 do .....           | 0.4                              | 0.0              |
| “ 30 to 40 do .....           | 2.5                              | 0.0              |
| “ 40 to 50 do .....           | 0.9                              | 1.0              |
| “ 51.9 to 52.8 do .....       | 2.4                              | 0.0              |
| “ 53.5 do .....               | 0.0                              | 1.4              |
| Level.....                    | 3.0 miles.                       |                  |
| Total length of section ..... | 24.5 “                           |                  |

The quantities of the chief kinds of work which the profile shows as necessary to complete the bridging and grading in an efficient manner, on this section are as follows:

|                                               |         |              |
|-----------------------------------------------|---------|--------------|
| 1. Common excavation.....                     | 484,289 | cubic yards. |
| 2. Assumed proportion of rock excavation..... | 39,635  | “            |
| Total excavation.....                         | 523,924 | “            |
| 3. Culvert masonry.....                       | 4,016   | “            |
| 4. Bridge masonry.....                        | 6,961   | “            |
| 5. Weight of bridge iron.....                 | 414     | tons.        |

RIVER TROIS PISTOLES TO GREEN RIVER FORKS.

Beginning above the confluence of the River Abawisquash with the Trois Pistoles, at an elevation of 497 feet above tide water, the line follows the valley of the Abawisquash, with grades not exceeding 50 feet per mile for a distance of eleven and a half miles; here it passes over a summit only 690 feet above the sea, into the Basin of Island Lake; descending gradually from the water-shed between the Abawisquash and Island Lake, for a distance of about eleven miles with remarkably easy grades, seldom over 15 feet per mile, it reaches the head of Eagle Lake, 532 feet above the sea. The line surveyed now turns in an easterly direction and ascends to the Wagan Lake, 30 feet above and four miles distant from Eagle Lake. It then curves on a perfect level to the valley of the Turadi, a tributary of the Rimouski, and following the valley of the former with nearly level, or grades under 20 feet to the mile, it reaches the 37th mile from River Trois Pistoles at an elevation of 545 feet above the sea.

The line now enters the valley of the Snellier River, and changing its former course to a southerly direction, it begins to ascend with grades the heaviest of which are 52 and 53 feet to the mile, and together measuring 2.2 miles in length in a distance of about three miles; between the 44th and 45th mile from River Trois Pistoles the line attains an elevation of 786 feet, and passes over a water-shed to the valley of the north branch of the Toledi.

Following this branch of the Toledi in a general southerly direction with undulating grades to the 47th mile, three miles of 64-foot grade are required before Echo Lake is reached at the 57th mile and at an elevation of 985 feet. At Echo Lake the line turns more to the east, and a rapid ascent of 70 feet per mile for three and two-tenths miles is unavoidable.

From the 54th mile to the 63rd mile the Railway route will pass at some distance to the east of the surveyed line. At the 56th mile it will reach Summit Lake, 1,350 feet above the sea, with grades probably not exceeding 53 feet to the mile, and from the 56th to the 63rd mile, it is believed the grades will undulate easily.

At the 63rd mile the line is 1,360 feet above the sea, from this point it follows a tributary of the Rimouski, crosses the boundary between Canada and New Brunswick at about the 65th mile, and then ascends with a grade of 43 feet to Lake Tiarks at the 67th mile, attaining a total elevation of 1,515 feet. At this point the line crosses the water-shed between the streams flowing into the St. Lawrence and those discharging into the River St. John by the Green River.

From the Lake Tiarks summit, the line passes almost on a level for a mile and a half to the valley of the Green River, and then descends with a grade of 59 feet per mile for nearly two and a half miles, reaching Green River Lake between the 70th and 71st mile. The elevation of this Lake is 1,365 feet above tide water.

From Green River Lake the line follows in a south-easterly direction, the valley of the north-west branch of Green River, to the forks at the 81st mile. On these ten miles it gradually descends with grades generally less than 30 feet per mile. At the forks the elevation is 1,075 feet.

The line continues in a south-easterly direction from the forks, ascending gradually the south-east branch of Green River, to a point 82.7 miles from Trois Pistoles, where this section terminates. The elevation here is 1,130 feet above the St. Lawrence.

The following is an abstract of the grades shown on the profile of the line surveyed on the Trois Pistoles and Green River section :

| CHARACTER OF GRADES.               | TOTAL LENGTH IN MILES. |                  |
|------------------------------------|------------------------|------------------|
|                                    | Ascending South.       | Ascending North. |
| Grades under 20 feet per mile..... | 16.5                   | 14.1             |
| “ from 20 to 30 “ .....            | 5.6                    | 9.5              |
| “ “ 30 to 40 “ .....               | 5.1                    | 4.5              |
| “ “ 40 to 50 “ .....               | 7.0                    | 1.7              |
| “ “ 52.8 “ .....                   | 4.1                    | 0.8              |
| “ “ 59.0 “ .....                   | 0.0                    | 2.4              |
| “ “ 64 “ .....                     | 3.2                    | 0.0              |
| “ “ 70 “ .....                     | 3.2                    | 0.0              |
| Level.....                         | 5.0 miles.             |                  |
| Total length.....                  | 82.7 “                 |                  |

There are no rivers of great size on the section above described, and consequently the bridging is comparatively light. The iron bridges required will be of the following general dimensions :

|                                     | HEIGHT<br>ABOVE WATER. | NO. OF SPANS. | LENGTH OF<br>EACH SPAN. |
|-------------------------------------|------------------------|---------------|-------------------------|
| Over Abawisquash River.....         | 22 feet.               | 1             | 60 feet.                |
| “ Wagan Stream.....                 | 13 “                   | 1             | 30 “                    |
| “ Turadi River.....                 | 9 “                    | 1             | 60 “                    |
| “ 1st Crossing Seuellier River..... | 47 “                   | 3             | 40 “                    |
| “ 2nd “ .....                       | 35 “                   | 3             | 40 “                    |
| “ 3rd “ .....                       | 20 “                   | 1             | 20 “                    |
| “ 4th “ .....                       | 20 “                   | 1             | 20 “                    |
| “ 5th “ .....                       | 20 “                   | 1             | 20 “                    |
| “ D'Embarras River.....             | 9 “                    | 1             | 30 “                    |
| “ Toledi “ .....                    | 10 “                   | 1             | 30 “                    |
| “ Green “ .....                     | 13 “                   | 1             | 30 “                    |
| “ “ .....                           | 10 “                   | 1             | 60 “                    |
| “ “ (3 crossings).....              | 12 “                   | 3             | 60 “                    |

Between the 19th and 71st mile from Trois Pistoles, the line above described makes a great and objectionable detour to the eastward, which I feel confident can be avoided by a more direct route and thus save about twenty miles in distance.

From Green River Lake, near the 71st mile running north-westerly, an opening leads through the highlands to the valley of the south-east branch of the River Toledi. The

water-shed between Green River and the Toledi at this place, is probably not more than fifty feet above Green Lake and here the line can be carried over to the Toledi valley, with a summit about 100 feet lower than the one referred to at Lake Tiarks. After passing the summit the Toledi must be followed, but this stream falls too rapidly to admit of a railway being made along the bottom of the ravine, with suitable grades. To make this route available, therefore it would be necessary to descend gradually on the side-hill, a plan which, from the character of the ground, will be somewhat difficult and expensive, and under any circumstances long maximum grades will be required.

It was to avoid these difficult and objectionable features that the exploration was carried round by Lake Tiarks. From the accounts of Indians and hunters there was good reason to expect that a comparatively easy line might be found to the valley of the Abawisquash, without descending to the Toledi and without increasing greatly distance over that by the direct route.

These expectations were, however, only partially realised, for although the line surveyed has generally very favorable grades, yet its length, due to the eastern detour, is much too great, and in consequence I would be disposed to recommend the direct route by the Toledi and Sandy Lake. A great deal of careful surveying will be required on this section, before the best and cheapest location can be found along the Toledi, and across from Sandy Lake to Eagle Lake. The work too, will prove heavy and expensive; but as twenty miles of railway will be saved thereby, I am satisfied that the total quantity of work on the whole section from Trois Pistoles to Green River by the direct route can scarcely exceed the quantities required to form the circuitous route. And, therefore, in estimating the probable cost I shall adopt the quantities computed from the profile of the line surveyed, as those necessary in the building of this section, and of which the following is an abstract:—

|                                               |                        |
|-----------------------------------------------|------------------------|
| 1. Common excavation.....                     | 2,391,664 cubic yards. |
| 2. Assumed proportion of rock excavation..... | 90,000 “               |
| Total excavation.....                         |                        |
|                                               | 2,481,664 “            |
| 3. Culvert masonry.....                       | 18,908 “               |
| 4. Bridge “.....                              | 7,565 “                |
| 5. Weight of iron in bridges.....             | 183 tons.              |

With the exception of ballast, which is scarce, it is believed that materials for construction can be procured readily on this section. Stone of different qualities is abundant. Cross-ties will require to be made of the best description of Spruce or Balsam, as other kinds of timber usually employed are rarely met with. With regard to the durability of the Spruce and Balsam found in this district, I am convinced it is fully equal to that of Hemlock, the timber largely employed for cross-ties in Western Canada. On the boundary line between New Brunswick and Canada, cut out ten years ago, I saw many trees of the diameter suitable for cross-ties which had lain on the ground during that period, and still to a certain extent sound.

GREEN RIVER FORKS TO RESTIGOUCHE.

Commencing where the last section terminates at an elevation of 1,130 feet, the line continues south-easterly about a mile and a half to the mouth of Otter Branch; it then turns to a southerly direction and ascends a winding valley through a mountainous country to Larry's Lake, the head waters of this branch of Green River; a few hundred yards south of Larry's Lake, and near the 7th mile from the beginning of this section, the line passes through the most favorable opening in the highlands that could be found; and here attains a total elevation of 1,478 feet, having ascended about 350 feet in seven miles with grades varying from 34 to 70 feet per mile.

The Larry Lake summit divides the waters of Green River from those flowing into the Restigouche and the line now begins to descend a tributary of the latter river designated the Gounamitz.

The descent of the Gounamitz is very rapid, involving a continuous grade of 70 feet to the mile for nine and a half miles, certainly one of the most unfavorable on the whole line surveyed, but I fear unavoidable. To secure this grade it will be necessary

to locate the line along the side hill, which from the character of the ground can be done without much difficulty.

At 16½ miles from the beginning of this section the elevation is 803 feet, the line from this point continues descending the valley of the Gounamitz to its confluence with the Restigouche near the 32nd mile. The grades for the last 15 miles are remarkably easy, the average about 23 feet to the mile and none exceed 40 feet to the mile. At the end of this section the elevation of the line is 455 feet above tide water.

The following is an abstract of the grades shown on the profile :—

| CHARACTER OF GRADES.               | TOTAL LENGTH IN MILES. |                  |
|------------------------------------|------------------------|------------------|
|                                    | Ascending South.       | Ascending North. |
| Grades under 20 feet per mile..... | 0.0                    | 9.0              |
| “ from 20 to 30 “ .....            | 0.0                    | 5.3              |
| “ “ 30 to 40 “ .....               | 1.0                    | 0.8              |
| “ “ 40 to 50 “ .....               | 2.0                    | 0.0              |
| “ 52.8 “ .....                     | 1.0                    | 0.0              |
| “ 61 “ .....                       | 1.1                    | 0.0              |
| “ 70 “ .....                       | 1.7                    | 9.6              |

Level..... 0.8 miles.

Total length of section..... 32.3 “

Only three iron bridges will be required on this section, two of which will be over the Gounamitz River. The first in one span of 100 feet and 17 feet above the water. The second in two spans of 80 feet each 14 feet high. The third bridge will cross the north branch of the Gounamitz; it will consist of two spans each 40 feet, and 26 feet above summer water in the river.

Total quantity of the principal items of work on this section as calculated from the approximate profile are estimated as follows :—

|                                               |                     |
|-----------------------------------------------|---------------------|
| 1. Common excavation.....                     | 1,752,900 c. yards. |
| 2. Assumed proportion of rock excavation..... | 65,800 “            |
| Total excavation.....                         | 1,819,700 “         |
| 3. Culvert masonry.....                       | 12,426 “            |
| 4. Bridge “ .....                             | 1,81 “              |
| 5. Total weight of iron in bridges.....       | 130 tons.           |

Stone suitable for building purposes may be had in the vicinity of the River Restigouche, on the Gounamitz and also on the Green River. Cross-ties may be made of black or grey spruce of which there is a great abundance, and occasionally tamarac may be found. Gravel of good quality is everywhere very plentiful on this section.

#### RESTIGOUCHE TO TOBIQUE.

After leaving the valley of the Gounamitz, the line runs easterly about a mile and then crosses the River Restigouche at the point where this section begins. The line then ascends the valley of Boston Brook, with grades varying from 50 feet to 70 feet per mile for five and a half miles, when it attains an elevation of 805 feet. At this elevation it continues southerly on a level for a distance of about a mile and a half, then slightly descends to a branch of Jardine's Brook. From Jardine's Brook the line has easy undulating grades along the head waters of Grand River to the 13th mile; it then begins to ascend through fine hard-wood land with grades of 65 feet per mile to the middle of the 18th mile, where it reaches a elevation of 1,074 feet. The line now descends with favorable grades to Salmon River, which it crosses at the 23rd mile at an elevation of 858 feet. At the 30th mile, after crossing various branches of Cedar Brook on easy undulating grades, it passes at an elevation of 830 feet, over a summit between a tributary of that stream and Two Brooks. It then follows Two Brooks on descending grades, chiefly under 40 feet to the mile, to the north bank of the River Tobique, which it reaches at the 39th mile and at

an elevation of 445 feet above the sea; continuing in a southerly direction along the north bank of the Tobique, on almost level grades, the line reaches a favorable point for crossing near the mouth of the Little Gulquac, where this section terminates at a total distance of 45.4 miles from the Restigouche.

The following abstract will show the character of the grades on the section above described:—

| CHARACTER OF GRADES.               | TOTAL LENGTH IN MILES. |                  |
|------------------------------------|------------------------|------------------|
|                                    | Ascending South.       | Ascending North. |
| Grades under 20 feet per mile..... | 2.0                    | 4.2              |
| “ 20 to 30 “ “ .....               | 0.6                    | 2.9              |
| “ 30 to 40 “ “ .....               | 1.1                    | 5.9              |
| “ 40 to 50 “ “ .....               | 1.6                    | 0.6              |
| “ 50 to 52 “ “ .....               | 2.1                    | 2.1              |
| “ 54 “ “ “ .....                   | 0.0                    | 1.3              |
| “ 60 “ “ “ .....                   | 1.0                    | 5.7              |
| “ 65 “ “ “ .....                   | 6.8                    | 0.0              |
| “ 70 “ “ “ .....                   | 1.0                    | 0.0              |
| Level.....                         | 65 miles.              |                  |
| Total length of section.....       | 45.4 “                 |                  |

The bridging required on this section consists, firstly, of one across the River Restigouche, about fifteen feet above the water and in five spans of 60 feet each; secondly, of a bridge 25 feet high with two sixty-foot spans across the Salmon River; thirdly, of one across the River Tobique having three spans 100 feet each, and about 32 feet above summer water; arch and beam culverts will suffice for all other waters crossed.

The quantity of excavation and other work on this section has been calculated from the approximate profile and the following is presented as an abstract:

|                                                  |                     |
|--------------------------------------------------|---------------------|
| 1st. Common excavation .....                     | 2,068,600 c. yards. |
| 2nd. Assumed proportion of rock excavation ..... | 456,500 “           |
| Total excavation.....                            | 2,525,100 “         |
| 3. Culvert masonry.....                          | 13,787 “            |
| 4. Bridge “ .....                                | 1,469 “             |
| 5. Weight of iron in bridges.....                | 276 tons.           |

Good stone for constructing the Restigouche and Tobique bridges may be had at no great distance from the bridge sites; materials for the construction of culverts within ten miles of both rivers may also be obtained without much difficulty, but on the intermediate parts of the line it has not been ascertained that stone can be procured. Sand is plentiful, and it is believed that gravel will be found upon or close to the line. Tamarac as well as spruce cross-ties, can be had in the district passed through from the Restigouche to the Tobique Rivers.

#### TOBIQUE TO KEDGWICK SUMMIT.

This section commences at the River Tobique near the mouth of the Little Gulquac; a position which was selected for crossing the Tobique, in the expectation that the surveying party would intersect a line cut out by Captain Henderson towards the Miramichi, and thus save time and expense in carrying on the examination through part of this section. No advantage was gained by this step, as the old line was so entirely obliterated in many places, that it could only be traced with the greatest difficulty, and in consequence it was found expedient to abandon the old survey and to take an independent course. The line commences at an elevation of 425 feet, and ascends the valley of the Little Gulquac, with grades varying from 1.6 to 63 feet per mile for five miles; it then passes over a ridge to the Little Wapsky River and continues on easy grades to the end of the 11th mile. The line now crosses the Wapskyhegan, where a bridge of great magnitude will be required, and begins to ascend on a maximum grade of 70 feet per mile to a summit at the

head of Oven Rock Brook. The summit is reached at 16½ miles, and the elevation attained is 1,170 feet above the sea. Between the River Wapskyhegan and the summit, the greatest difficulties on this section are found. Besides the Wapskyhegan bridge, which will be nearly a thousand feet long and 140 feet high, the excavation on this ascent, five and a half miles long, will be unusually heavy.

The line then enters, by Frank's Brook the valley of the north branch of the Miramichi, which it follows, crossing the river twice near the 22nd and 23rd miles. From the 23rd mile to the 32nd, the line winds along the west bank of the river; then strikes across a Cariboo plain to the north-west branch of the Miramichi, which it reaches at the end of the 37th mile, with an elevation of 783 feet above the sea. The grades are all descending from the summit to the north-west branch, and are remarkably easy, being generally on this distance of 21 miles under twenty feet to the mile, and only in one instance as high as 44 feet to the mile.

Crossing the north-west branch of the River Miramichi, about a mile westerly from the "Forks," the line ascends by Turtle-shell Brook, without difficulty, to the water-shed between the last named river and the Nashwaak, which it reaches at the beginning of the 40th mile at an elevation of 950 feet. Descending on a favorable grade for about a mile, the line then follows the River Nashwaak on the westerly side, and on nearly level grades to the 51st mile, where the the Two Sister Brooks fall into the main stream. At this point, the Nashwaak leaves the southerly direction which it previously maintained, and turns nearly at right angles to the east. The line, however, continues southerly, and ascending by one of the Two Sisters, reaches the Kedgwick summit at about the 54th mile, and at this point attains a height above the tide of 1,005 feet. From the summit the line descends on a 65 feet grade for a distance of about a mile, to a point a little easterly from Lake Beccaugimic, where this section of the survey terminates.

The following is a general abstract of the grades taken from the profile of the line surveyed from the River Tobique to the point last referred to:—

| TOBIQUE TO KEDGWICK SUMMIT—CHARACTER OF GRADES. | TOTAL LENGTH IN MILES. |                  |
|-------------------------------------------------|------------------------|------------------|
|                                                 | Ascending South.       | Ascending North. |
| Grades under 20 feet 7 per mile.....            | 1.5                    | 13.6             |
| " 20 to 30 " " .....                            | 1.7                    | 1.1              |
| " 30 to 40 " " .....                            | 2.9                    | 5.7              |
| " 40 to 50 " " .....                            | 0.7                    | 3.1              |
| " 52.8 " " .....                                | 2.2                    | 0.0              |
| " 56 " " .....                                  | 1.5                    | 0.0              |
| " 63 " " .....                                  | 0.9                    | 0.0              |
| " 65 " " .....                                  | 0.0                    | 1.4              |
| " 66 " " .....                                  | 0.0                    | 0.1              |
| " 68 " " .....                                  | 2.7                    | 0.0              |
| " 69 " " .....                                  | 1.7                    | 0.0              |
| " 70 " " .....                                  | 5.6                    | 0.0              |

Level ..... 8.3 miles.

Total length of section.....55.6 "

The bridging on this section will be heavier than on any of the others. The Little Wapsky will require a viaduct about 55 feet high, and the one across the Wapskyhegan will be 142 feet above the level of the river. The former is proposed to consist of sixteen girder spans, each sixty-feet, and the latter of three 100-feet spans over the Wapskyhegan River with 13 sixty feet spans in the approaches. Between the 22nd and 23rd mile, the north-west branch of the Miramichi will be bridged twice with sixty feet single openings, the one will be 25 feet high, and the other 18 feet. A fifth bridge will be required over the south-west branch 20 feet in height, and it is proposed to adopt three spans for this work, the centre span one hundred feet, the other two each 60 feet.

The quantities calculated from the profile deduced from the survey of this section of the line are as follows:—

1. Common excavation... 2,266,700 cubic yards.
2. Assumed proportion of rock excavation..... 336,400 "

Total excavation.....2,603,100 "

|                                   |                     |
|-----------------------------------|---------------------|
| 3. Culvert masonry.....           | 19,320 cubic yards. |
| 4. Bridge " .....                 | 13,500 "            |
| 5. Weight of iron in bridges..... | 794 tons.           |

Good stone for bridge masonry can be had on and near the River Tobique, and sand-stone suitable for the same purpose can be obtained on the Miramichi and Nashwaak Rivers; stone for culvert masonry may be obtained without much difficulty throughout the section. There is also good sand for building purposes, and abundance of gravel for Ballast.

The timber available for cross-ties, between the River Tobique and Kedgwick Summit, consists of spruce, tamarac, hemlock and cedar.

KEDGWICK SUMMIT TO LITTLE RIVER.

The line enters the Kedgwick valley near the source of the west branch, and continues within its limits until the River St. John is reached; the descent of the west branch is very rapid for the first eight or nine miles, and heavy grades for this distance will be unavoidable. The maximum grades shown on the approximate profile of this section are 66 feet to the mile, and to obtain this on the line by the west branch, heavy side hill work will be necessary for a considerable distance.

Probably the east branch may offer a more favorable approach to the main valley of the Kedgwick River. But the season was too far advanced to admit of a proper examination by this route being made.

From the ninth mile the line winds along the side of the river, occasionally crosses it, and then continues on the flats until it finally reaches the north side of the River St. John at the 29th mile. For twenty miles, up to this point, the grades are remarkably favorable, in no case being over 40 feet to the mile and generally under 20 feet to the mile.

From the mouth of the Kedgwick the line runs along the north bank of the River St. John almost on a dead level, crossing the River Nashwaaksis at the 37th mile. It reaches the Fredericton upper ferry at 38½ miles, and the lower ferry at the end of of the 39th mile; about three-quarters of a mile farther on the line arrives at the Nashwaak, an important river, 500 feet in width where it is crossed.

Soon after crossing the Nashwaak, the line leaves the banks of the St. John, and, turning round Barker's Hill, follows an easterly direction with very favorable undulating grades to the Little River, where this section of the survey terminates.

The following table is an abstract of the grades shown on the profile:—

| CHARACTER OF GRADES FROM KEDGWICK SUMMIT TO LITTLE RIVER. | TOTAL LENGTH OF MILES. |                  |
|-----------------------------------------------------------|------------------------|------------------|
|                                                           | Ascending South.       | Ascending North. |
| Grades under 20 feet per mile.....                        | 11.0                   | 10.4             |
| " 20 to 30 " " .....                                      | 1.0                    | 8.1              |
| " 30 to 40 " " .....                                      | 0.0                    | 3.8              |
| " 40 to 20 " " .....                                      | 1.7                    | 0.0              |
| " 52.8 " " .....                                          | 0.0                    | 1.0              |
| " 66 " " .....                                            | 0.0                    | 8.0              |
| Level.....                                                | 16.6 miles.            |                  |
| Total length of section .....                             | 61.6 "                 |                  |

With the exception of the Nashwaak, the rivers to be crossed on this section are unimportant. The spans given in the following list will probably be sufficient:—

|                                          | Height.  | No. of Spans. | Length of Spans. |
|------------------------------------------|----------|---------------|------------------|
| Over North-west branch of Kedgwick ..... | 20 feet. | 2             | 50 feet.         |
| " North-east do do .....                 | 12 "     | 1             | 75 "             |
| " Little Fork's River.....               | 18 "     | 1             | 50 "             |
| " Nashwaaksis River.....                 | 18 "     | 1             | 75 "             |
| " Nashwaak .....                         | 20 "     | 7             | 75 "             |
| " Noonan's Brook.....                    | 14 "     | 1             | 30 "             |
| " Burpee's Brook.....                    | 13 "     | 2             | 50 "             |

The approximate profile made from the survey of this section shows that the following quantities of the chief kinds of work are sufficient:—

|                                               |                     |
|-----------------------------------------------|---------------------|
| 1. Common excavation.....                     | 1,904,100 c. yards. |
| 2. Assumed proportion of rock excavation..... | 170,000 "           |
| Total Excavation.....                         |                     |
| 3. Culvert masonry.....                       | 2,074,100 "         |
| 4. Bridge do .....                            | 14,931 "            |
| 5. Iron in bridges .....                      | 3,410 "             |
|                                               | 320 tons.           |

There will probably be some difficulty in procuring building stone, at least for the bridge masonry, within a convenient distance along the Kedgwick valley, as none suitable appeared to crop out along the line of survey; fortunately, however, the bridging in this quarter is comparatively light. From the Kedgwick to the Little River it is believed that stone for all the bridges and culverts may be found readily. Material for ballast, although not of the best quality, can be had in abundance on this section. The timber for cross-ties, in this locality, consists of spruce, hemlock and cedar.

LITTLE RIVER TO COAL CREEK.

From Little River the line continues in an easterly direction to the head of the Grand Lake Navigation, on the Salmon River, which it crosses at the 19th mile. For this distance the grades are undulating and favorable; near the 9th mile the line crosses the Newcastle River, and in this locality it passes close to several coal mines, where coal, of fair quality, crops out on the surface; at the 16th mile the line crosses an arm of "Iron Bound Cove" which will have to be bridged.

After passing Salmon River the line curves southerly, and passes over a ridge with ascending and descending grades of about 60 feet per mile, to Coal Creek, which it reaches near the 25th mile; about a mile and a half farther south, the line joins on to the next section.

The profile shows the following grades:

| CHARACTER OF GRADES FROM LITTLE RIVER TO COAL CREEK. | TOTAL LENGTH IN MILES. |                  |
|------------------------------------------------------|------------------------|------------------|
|                                                      | Ascending South.       | Ascending North. |
| Grades under 20 feet per mile .....                  | 1.5                    | 2.0              |
| " 20 to 30 " " .....                                 | 0.0                    | 1.1              |
| " 40 to 50 " " .....                                 | 0.0                    | 3.0              |
| " 52.8 " " .....                                     | 3.9                    | 0.0              |
| " 58 " " .....                                       | 0.0                    | 1.6              |
| " 60 " " .....                                       | 0.0                    | 1.0              |
| " 61 " " .....                                       | 2.2                    | 0.0              |
| " 65 " " .....                                       | 1.9                    | 0.0              |
| Level.....                                           | 8.1 miles.             |                  |
| Total length of section.....                         | 26.3 "                 |                  |

The bridging on this section is very heavy when its length is considered. The rivers to be crossed and the structures proposed are as follows: of course the character and dimensions of the latter may be greatly modified on a proper location survey being made.

At Little River the bridge will be 45 feet in height with nine spans, one of 100-feet and eight of 60-foot openings.

At the Newcastle River the bridge will be 37 feet high and will have eight spans, one 100 feet and seven of 60 feet openings.

At Iron Bound Cove the bridge will be 23 feet above the level of the water, and it will have three spans each 60 feet.

At Salmon River it is proposed to have a bridge 17 feet in height with nine spans, each 60 feet.

At Coal Creek a viaduct of considerable magnitude is at present considered necessary; the height will be about 70 feet, with one span of 100 feet across the stream and eleven 60 feet spans in the approaches.

The calculation of quantities from the profile of this section gives the following totals:

|                           |                 |
|---------------------------|-----------------|
| 1. Common excavation..... | 734,125 c. yds. |
| 2. Culvert masonry.....   | 6,297 "         |
| 3. Bridge.....            | 10,683 "        |
| 4. Bridge iron.....       | 834 tons.       |

The most convenient point for obtaining building stone has not been ascertained.



But as the proposed bridges are either on or within a short distance of Grand Lake, which is navigated by steamboats running to St. John and Fredericton, it is thought that the supply of building material will not be difficult, even should the immediate locality not produce it.

Gravel for ballast is plentiful. The timber for ties produced in this district is spruce, tamarack, and Prince's pine.

COAL CREEK TO APOHAQUI.

After ascending from Coal Creek with a 65-foot grade, the line follows a southerly direction over a favorable country, and reaches Canaan River near the eleventh mile.

Canaan River is crossed at Long Rapids, and the line there ascends by Porcupine Brook, on grades generally 60 feet per mile, to Long's Creek Bridge, which it reaches at the 15th mile. The line then descends to the North Branch of Long's Creek, which it crosses at about the 17th mile; then continues in a general southerly direction up the valley of the South Branch, on grades not exceeding 52.8 feet per mile; it passes over a ridge and enters Chowan's Gulch, a little beyond the 21st mile.

Chowan's Gulch leads the line by a rapid descent, involving grades of 52.8 and 60 feet per mile, for five and a half miles, to the valley of Studholme Mill Stream; following which on undulating grades to about 31½ miles, it joins the European and North American Railway at Apohaqui Station.

The following is an abstract of all the grades on this section.

| CHARACTER OF GRADES FROM COAL CREEK TO APOHAQUI. | TOTAL LENGTH IN MILES. |                  |
|--------------------------------------------------|------------------------|------------------|
|                                                  | Ascending South.       | Ascending North. |
| Grades under 20 feet per mile.....               | 1.0                    | 0.5              |
| “ 20 to 30 “ “ .....                             | 0.4                    | 1.9              |
| “ 30 to 40 “ “ .....                             | 1.3                    | 1.1              |
| “ 40 to 50 “ “ .....                             | 1.3                    | 0.4              |
| “ 52.8 “ “ .....                                 | 4.7                    | 6.9              |
| “ 60 “ “ .....                                   | 3.7                    | 4.2              |
| “ 65 “ “ .....                                   | 0.8                    | 0.0              |
| Level.....                                       | 3.4 miles.             |                  |
| Total length of section .....                    | 31.6 “                 |                  |

The bridge over the Canaan River will be the most costly structure on this section, its height above the water will be 55 feet, and it is proposed to have six openings, one in the centre of 150-foot span, and five others each 60 feet span.

The next bridge will be over the north branch of Long's Block, it is intended to have three thirty-foot spans; its its height will be nearly thirty feet.

Sharp's Brook, about the middle of the 29th mile, will require to have a single-span bridge of 40 feet, and 21 feet high.

The last bridge on this section will be over the Kenebeccasis River, about 400-yards from Apohaqui Station, it will be 21 feet above summer water, and will have five spans, a centre one 150 feet in length, and four others each fifty feet long.

The approximate quantities of work on this section are as follows:—

1. Common excavation..... 850,860 cubic yards.
2. Assumed proportion of rock excavation..... 216,360 “

Total excavation..... 1,067,220

3. Culvert masonry ..... 18,040 “
4. Bridge masonry..... 4,170 “
5. Bridge iron..... 386 tons.

It is reported that the locality around Canaan River and Porcupine Brook will afford good stone for heavy masonry. A sandstone crops out at other points along this section, but it is not sufficiently exposed to enable one to judge of its quality. Stone for culvert masonry in all probability can be had without much difficulty. There will be no difficulty in obtaining good gravel for ballast.

On this section tamarack is abundant, and most of the other descriptions of tie-timber already mentioned can be had.

In concluding these remarks on the character of the line surveyed through the centre of New Brunswick, I may allude briefly to its leading features.

The course taken by the line above described from the River du Loup towards the southern part of New Brunswick is generally direct and at some distance from the eastern frontier of Maine. Except at one point this distance is not less than that between the Grand Trunk Railway east of Quebec, and the northern boundary of the same State; the point referred to lies to the north and east of Grand Falls on the River St. John. I may mention, however, that at this point, which lies between the Restigouche and the Tobique, I instituted a supplementary exploration after the survey was finished, and the discovery was made that the line approached the frontier nearer than desired. This exploration resulted in showing that there is every probability of a favorable location being obtainable, without keeping so close to the boundary of the Province at this point. The alternative line, which possibly can be had between the Restigouche and Tobique Rivers, is shown on the general map of the country which accompanies this.

The line continues on a course towards the city of St. John, generally direct until Fredericton is reached. From Fredericton it was my object to find the shortest route to St. John on the east side of the river, the crossing of which is, in some respects, objectionable.

To reach St. John on the easterly side of the river it was found necessary, on account of difficulties that could not be easily overcome, to pass round by the head of Grand Lake; and in this direction, though rather circuitous, a favorable line was found to a point of connection at Apohaqui with the existing railway leading to St. John. This is probably the most direct line that can be had to the City of St. John from Fredericton, without crossing the river.

By crossing the river in the neighborhood of Fredericton, St. John may be reached much more directly by way of Oromocto and Douglas Valley, on a line carefully surveyed last summer by Mr. Burpee, for the New Brunswick Government, copies of the plans of which have been placed in my possession. This would, without question, be the most direct central route from Canada to the Harbour of St. John on the Atlantic seaboard. The distances by the several projected lines will be particularly referred to hereafter.

The following general abstract will give an idea of the grades which may be expected on the whole length of the surveyed line, beginning at River du Loup and ending at Apohaqui Station:—

| CHARACTER OF GRADES ON WHOLE SURVEYED LINE FROM<br>RIVER DU LOUP TO APOHAQUI. |       |                       |  | TOTAL LENGTH IN MILES. |                     |
|-------------------------------------------------------------------------------|-------|-----------------------|--|------------------------|---------------------|
|                                                                               |       |                       |  | Ascending<br>South.    | Ascending<br>North. |
| Grades                                                                        | under | 20 feet per mile..... |  | 41.9                   | 58.4                |
| "                                                                             | from  | 20 to 30 "            |  | 9.6                    | 29.9                |
| "                                                                             | "     | 30 to 40 "            |  | 13.9                   | 21.8                |
| "                                                                             | "     | 40 to 50 "            |  | 15.2                   | 9.8                 |
| "                                                                             | "     | 51.9 "                |  | 2.1                    | 2.1                 |
| "                                                                             | "     | 52.8 "                |  | 18.3                   | 8.7                 |
| "                                                                             | "     | 53.5 "                |  | 0.0                    | 1.4                 |
| "                                                                             | "     | 54 "                  |  | 0.0                    | 1.3                 |
| "                                                                             | "     | 56 "                  |  | 1.5                    | 0.0                 |
| "                                                                             | "     | 58 "                  |  | 0.0                    | 1.6                 |
| "                                                                             | "     | 59 "                  |  | 0.0                    | 2.4                 |
| "                                                                             | "     | 60 "                  |  | 4.7                    | 10.9                |
| "                                                                             | "     | 61 "                  |  | 3.3                    | 0.0                 |
| "                                                                             | "     | 63 "                  |  | 0.9                    | 0.0                 |
| "                                                                             | "     | 64 "                  |  | 3.2                    | 0.0                 |
| "                                                                             | "     | 65 "                  |  | 9.5                    | 1.4                 |
| "                                                                             | "     | 66 "                  |  | 0.0                    | 1.0                 |
| "                                                                             | "     | 68 "                  |  | 2.7                    | 8.0                 |
| "                                                                             | "     | 69 "                  |  | 1.7                    | 9.0                 |
| "                                                                             | "     | 70 "                  |  | 11.5                   | 9.6                 |

Level ..... 51.7 miles.  
 Total length.....360.0 "

The above are the actual grades on the profile of the line surveyed, but as the direct route from Eagle Lake to Green River, referred to in the foregoing, will cut off a portion of the above line, a certain alteration in the table of probable grades will be necessary. The direct route between these points has not been instrumentally surveyed, and therefore the precise character of the grades is not known. It is believed, however, that whilst the construction of the Railway on the direct route from Eagle Lake to Green River would shorten the distance 20 miles, and thus reduce the whole length of line to 340 miles, it would, at the same time, involve the adoption of a long ascending grade of a heavy character, from near Sandy Lake, in the valley of the Toledi, to a summit between the Canada and New Brunswick Boundary Line.

Without doubt, some of the grades shown in the table are severe. But perhaps they are not more so than could reasonably be expected, when the peculiar character of the country crossed by this line is taken into consideration; a maximum grade of 70 feet per mile is not greater than the maximum on the Railway from Truro to Halifax, which must form a portion of the whole line between the latter city and Canada. Nor is it greater, as I am informed, than the maximum on the Portland Division of the Grand Trunk Railway. The ascents, however, on the line surveyed, if not steeper are much longer where they do occur than those on either of the two railways named.

It is, perhaps, fortunate that the unfavorable grades are confined to particular points, instead of occurring at frequent intervals throughout the whole extent of the line; as, in the event of this line being selected and constructed, it could be worked with greater advantage and economy, by employing extra engine power on heavy trains, *only* at those points, instead of being obliged to use it throughout. It would be impossible to economize engine power, and thus prevent unnecessary wear and tear, on level sections of the line, were the maximum grades distributed.

It happens that there are in all four points where gradients of an unfavorable character occur, two of which are ascending south and two ascending north.

The two where the gradients ascend south are situated at the head of the Toledi and at the Wapskyhegan. The Toledi gradient is about 70 miles from the River du Loup, and the Wapskyhegan ascent is about 100 miles still farther south.

The two gradients ascending north are about 125 miles apart; one is situated at the head of the Kedgwick valley, and the other at the head of the Gouamitz valley.

If the length of the ascents at these four points be deducted from the length of the whole line, it will be found that 48 per cent. of the remainder is level, or under 20 feet to the mile; thirteen per cent., from 20 to 30 feet per mile; eleven per cent., from 30 to 40 feet per mile; eight per cent., from 40 to 50 feet per mile; nine per cent., 52.8 per mile; seven per cent., from 52.8 to 60 feet per mile; and four per cent., from 60 to 66 feet per mile.

In concluding the description of the main features of the line surveyed through the centre of New Brunswick, I desire to add that the survey can scarcely be considered much more than a mere exploration. The impenetrable character of the forest, more particularly to the north of the River Restigouche, the difficulties experienced in getting supplies forwarded through the woods, together with the limited time and means allowed for the service, rendered it impossible to accomplish more than a rough and rapid instrumental survey of a line, in all probability not the best that can be found through the country. However, sufficient information it is hoped, has been procured to show, not only that a practicable line can be obtained, but also (although no great accuracy is professed) what it may possibly cost.

Plans of this survey have been made on a scale of 500 feet to an inch horizontal. On these plans the line chained and levelled over is distinct from the railway line, the latter is shown in red, with regular curves and tangents, and it runs in the direction which it is thought a trial might take. Deviations from this line would no doubt be found necessary at many points, on more exact surveys being proceeded with; but it is believed that although the alignment may frequently be changed, yet neither the gradients nor the work need necessarily be increased.

The approximate profile is intended to represent the probable surface of the ground, the gradients, the cuttings, embankments, and other work on the "Railway line;" it is compiled from the measurements and levels taken on the Survey line, that is, the line cut

out through the woods, and also from such cross sections or lateral explorations as were made or deemed necessary. Where the "Railway line" is on or near the line levelled over, the profile may be considered correct; where these lines are some distance apart the former must be received as approximate only.

The quantities of work herein submitted are calculated from the approximate profile above referred to and, as far as known, are correct and ample.

All the through cuttings are estimated to be 30 feet in width at formation level. Side cuttings 24 feet wide, and embankments 18 feet wide.

Openings over 20 feet in width are estimated to be wrought iron tubes or girders resting on substantial masonry. All openings under twenty feet are estimated to be arch or open beam culverts.

The following are the total quantities of the chief classes of work, calculated as above described, and considered sufficient to complete the bridging and grading of the line, in a permanent and substantial manner, from the River du Loup to Apohaqui, a distance of 340 miles.

|                                               |            |              |
|-----------------------------------------------|------------|--------------|
| Total excavation .....                        | 13,828,923 | cubic yards. |
| Assumed proportion of common excavation ..... | 12,453,238 | "            |
| Assumed proportion of rock excavation .....   | 1,375,695  | "            |
| Culvert masonry .....                         | 107,725    | "            |
| Bridge do .....                               | 49,039     | "            |
| Bridge iron .....                             | 3,337      | tons.        |

#### THE MATAPEDIA SURVEY.

Lest the explorations through the centre of New Brunswick should prove unsuccessful, and the route by Bay Chaleurs, recommended by Major Robinson in 1848, should, under any circumstances, appear entitled to the preference, I deemed it expedient to have a careful examination made of the section which that gentleman as well as Captain Henderson considered the most difficult and expensive between Halifax and Quebec.

"The most formidable point of the line is next to be mentioned—this is the passage up the Matapedia valley.

"The hills on both sides are high and steep and come down either on one side or the other pretty close to the river's bank and involve the necessity (in order to avoid curves of very small radius) of changing frequently from one side to the other. The rock too is slaty and hard; from this cause 20 miles of this valley will prove expensive but the grades will be very easy.

"About fourteen bridges of an average length of 120 to 150 yards will be required up this valley. There is also a bridge of 2,000 feet long, mentioned in the detailed report as necessary to cross the Miramichi River."—*Report of Major Robinson, 31st August, 1848.*

"The section of country lying between the Restigouche and St. Lawrence Rivers is a vast tract of high land, intersected in every direction by deep valleys and vast ravines through which the rivers flowing into the St. Lawrence and Restigouche wind their course.

"The height of land from which these rivers flow respectively north and south is full of lakes and along them the mountain ranges rise to a great elevation.

"The average distance between these two rivers is about 100 miles.

"The only available valley which my knowledge of the country, or the explorations we have carried on enable me to report upon, by which a line of railway can be carried through this mass of high lands is that of the Matapedia River.

"This valley extends from the Restigouche to the Great Matapedia Lake, a distance of between 60 and 70 miles, and as the summit level to be attained in this distance is only 763 feet above tide water, the gradients, generally speaking, are extremely favorable.

"From the broken and rocky character of this section of country some portions of this part of the line will be expensive, especially the first 20 miles of the ascent, in which the hills in many places come out boldly to the river, and will render it necessary to cross it in several places.

"The rock formation is nearly all slate; there are settlements on the Matapedia River as far as the mill stream.

"Generally speaking, however, the greater portion of this section of country is unfit for cultivation, consisting of a gravelly, rocky soil covered with an endless forest of spruce, birch, pine, cedar, &c.

"From the mouth of the river as far as the 365th mile the line continues upon the east bank; above this, at the mouth of Clark's Brook, the rocky bank of the river is very unfavorable, and to obtain proper curves it crosses to the point opposite and then recrosses immediately above to the more favorable ground on the east bank, between this and the mouth of the Ammettsquagan River, the line, to obtain good curves and avoid those places where the hills come out bold and rocky, crosses the river four times.

"The position of the line for three miles above and below Ammettsquagan River, where the hills are steep and rocky close to the river, will be the most expensive part of the line.

"Above this the line follows the eastern bank to the 377th mile. The hills on either side are very high, but the eastern bank is pretty favorable; between the 378th and 380th mile the river turns twice almost at right angles. Shut in on the south by a rocky precipice 150 feet high.

"It will be necessary to cross the river three times here. The centre bridge will be a heavy one; but there is an island at the elbow which will serve as a natural pier. Above this, from the 380th mile to the Forks (the mouth of the Cassupent River), at the 395th mile, the valley becomes more favorable. The hills on either side are not so lofty and recede farther from the river, the line crosses the river twice between the 385th and 390th mile to avoid a rocky precipice on the left bank; and again about one mile below the Forks, making, in the first 38 miles up the valley of the Matapediac, twelve bridges in all. These bridges will average from 120 to 150 yards long."—*Report of Captain Henderson, 1848.*

The object of the examination was to ascertain the exact nature of the difficulties alluded to, if they could be more cheaply overcome or avoided, and also with a view to form an estimate of the whole expenditure required to construct this section. With this data the cost of the whole line, it was supposed, could be ascertained with sufficient accuracy, by adopting an ordinary average charge per mile for the remainder of the line, which the gentlemen referred to reported as extremely favorable and easy of construction.

With this view I instituted a thorough survey of the Matapedia River and valley, beginning at its junction with the Restigouche and running northerly. The transit, chain, and level were used throughout. A longitudinal section was made from the Restigouche to the waters of the St. Lawrence, and cross sections were also made whenever it appeared necessary, to ascertain the character of the slopes of the adjacent ground. The survey was continued northerly until the waters leading to the St. Lawrence were reached. The field work is laid down to a scale of 200 feet to one inch, on the plans which accompany this; and should the Matapedia route ever be selected, the carefully prepared plans and other information derived from this survey, will be found of such a character as will enable the location of the line to be proceeded with, for a distance of about 70 miles, without additional preliminary examinations of any consequence.

I shall now proceed to describe briefly the engineering features of the line surveyed.

The River Matapedia flows in a direction from north-west to south-east, it takes its rise within twenty miles of the banks of the St. Lawrence at Grand M<sup>é</sup>tis, and discharges into the River Restigouche some 16 miles west of the Port of Campbelltown. From the point where the River Causapsal joins the Matapedia, known as "The Forks," to the Restigouche, a distance of 35 miles, the river flows through a rocky gorge with many twists and windings, between banks on both sides varying from 500 to 800 feet in height. These banks are in many places very precipitous, and rise immediately from the river's edge, but frequently there is a narrow flat margin, favorably situated for a road or railway. Above the Forks the character of the country is different, the high banks begin to recede from the river, and although frequently rough ground is encountered, there are no obstacles of much consequence.

The best point for bridging the River Restigouche, is still a question for future consideration. The line surveyed follows the easterly side of the Matapedia, and therefore in the event of this location being adopted, the bridge over the Restigouche would necessarily be placed below the junction of the two rivers; for a certain distance at least, the line

would have an equally good location to the west of the Matapedia, and there would be some advantage in crossing the main river, above the point where the Matapedia discharges into it. Although this is an important question of detail, it need not now be further alluded to.

The section to be described, of which an approximate profile is prepared, and quantities calculated, is 70 miles in length, and the miles are numbered on the plan from the north to the south. It will be more convenient, however, to describe the features of the line, beginning at the Restigouche, and running northerly. The 70th mile ends immediately opposite the farm house of Mr. Daniel Fraser, on the flats where the Matapedia joins the Restigouche.

At seven miles from the mouth of the Matapedia, Clark's Brook is crossed. Up to this point the general course of the river is straight, and a direct line can be had without much curvature, and with remarkably easy grades. The sharpest curve on this distance is a short  $4^\circ$  curve (1,432 feet radius) below Noonan's Gulch, and the heaviest grade is 38 feet to the mile.

At Clark's Brook the river takes a great bend to the west, necessitating a long curve of 1,763 feet radius. At the 62nd mile the river again bends to the north, involving a compound curve with radii varying from 1,430 feet to 3,830 feet. From this point up to "Hell's Gate," about the 58th mile, the curvature is easy, although frequent. Immediately north of Hell's Gate a sharp point of rock has been cut through, and the Asmaguagan River, a tributary of the Matapedia, is then crossed.

From the Asmaguagan, the line winds along the easterly bank of the Matapedia, with almost level grades to Connor's Brook, between the 53rd and 56th mile; were ascending and descending grades of 52.8 and 50 feet per mile, for about half a mile, are required to avoid a sharp curve.

About two miles farther up, at a place called "the Lewis Rocks," the river takes several sudden twists, and it will be necessary either to form a tunnel through the Lewis Rocks, 1,300 feet long, or divert the river; the latter would prove the cheapest and is recommended. Above this point for about the third of a mile, the channel of the river will require again to be changed. The works of excavation for about a mile in length in the neighborhood of the Lewis Rocks will be unusually heavy.

From the 51st to the 40th mile, the general course of the river is straight, and the line continues along its easterly side with favorable grades and easy curves.

At the 40th mile the line leaves the edge of the river for about two miles, and striking across a point of low land avoids a short bend at the outlet of Metallics' Brook.

The next difficulty occurs near the 36th mile where the river takes two exceedingly sharp turns, first easterly, then northerly, at points about three quarters of a mile apart. Fortunately at the first turn, designated "the Devil's Elbow," a piece of low ground at the base of the hills admits of a curve of 1,910 feet radius. At the second, turn known as "Alick's Elbow," it will be necessary to throw the line into the river and across an island on a curve of 1,430 feet radius. The channel for the river, to the west of the Island, being at the same time increased in width.

The forks of the Matapedia are near the 35th mile; at this point the river is crossed, and the line afterwards follows its westerly bank to the Little Lake, which it reaches at the 30th mile.

Proceeding northward with favorable grades and curves, the line crosses the river Amqui at the 22nd mile, and arrives at the Matapedia Lake a mile farther on.

Continuing northerly along the westerly side of the Lake, with the exception of one long curve of 1,763 feet radius, near the 17th mile, rendered necessary in order to avoid a high ridge, the line is extremely favorable up to Pierre Brochu's, at the 5th mile; the curves on this distance being in general 5,730 feet radius.

At Pierre Brochu's the line leaves the Lake, crosses the Saybec River at the 7th mile, and ascends by a long grade, part of which is 60 feet to the mile, to the Summit Lake, about the middle of the 3rd mile. This is the only instance of a 60-foot gradient, up to this point, from the mouth of the Matapedia.

At the 2nd mile, the water-shed between the Restigouche and St. Lawrence is reached and the elevation at this point above the sea is 794 feet. The line now begins to descend towards the St. Lawrence by the River Blanche, a branch of the Tartigan, and in two

miles it reaches the beginning of the northerly end of the seventy-mile section, which has just been described.

From the point last mentioned, the survey is carried on by the valley of the River Tartigan, and a line can be had along this river with only an occasional difficulty. The Tartigan flows in a narrow and rather crooked valley, necessitating frequent crossings or deviations of the river, and sometimes a heavy excavation through a projecting point of land; it continues westerly for about six miles, and then turns to the north; up to this point a favorable line can be had. From this point a line was cut and levelled to the Métis River, by Paquet's Brook, but the result was not satisfactory.

Between the River Tartigan and the Métis, a distance of about 14 miles, the country is very broken and irregular in its features, high ridges with deep gulches between are constantly met with. The Métis itself lies in a low wide valley, and it must either be crossed at a high level, on a viaduct of formidable dimensions, or a line must be found by which a favorable descent to the valley can be had. The latter has not been discovered, although from personal explorations I am led to believe that there is a reasonable chance of one being found. A great deal of time will yet require to be spent in this locality, in thoroughly surveying the country, before the best line from the Tartigan to the Neigette River, across the Métis Valley can be determined.

Although the chaining and levels were carried through to St. Flavia, on the shore of the St. Lawrence, a total distance of nearly 100 miles, the line surveyed may be said to terminate at 70 miles north from the Restigouche; from thence northerly the country is only imperfectly explored.

The difficulties met with in crossing the Métis Valley were not anticipated, as they are scarcely alluded to in the reports on the survey made in 1848. Yet my present impression is that they are perhaps the most serious on the Bay Chaleurs route. Further surveys may however modify this view.

I regret exceedingly, that circumstances would not justify me in incurring the expense of continuing the survey to a more satisfactory issue in this quarter.

I may now, to illustrate more particularly the character of the line surveyed, from the Restigouche to the point where the water-shed between that river and the St. Lawrence is crossed and the valley of the Tartigan reached, present an abstract of the curves and grades on this section, 70 miles in length.

| CHARACTER OF GRADES—MATAPEDIA SECTION. | TOTAL LENGTH IN MILES. |                  |
|----------------------------------------|------------------------|------------------|
|                                        | Ascending South.       | Ascending North. |
| Grades under 20 feet per mile.....     | 6.9                    | 11.7             |
| “ 20 to 30 “ “ .....                   | 4.4                    | 9.2              |
| “ 30 to 40 “ “ .....                   | 2.4                    | 7.0              |
| “ 40 to 50 “ “ .....                   | 1.6                    | 2.8              |
| “ 50 to 52.8 “ “ .....                 | 2.8                    | 6.2              |
| “ 60 “ “ .....                         | 0.0                    | 2.7              |
| Level.....                             | 12.3 miles.            |                  |
| Total length of Section.....           | 70 “                   |                  |

The wrought iron bridging on this section will be as follows, all the other openings are intended to have either arch or beam culverts.

- 1st Over River Blanche on 1st mile one span of 50 feet.
- 2nd “ Sayabec River on 7th “ 3 spans 50 “
- 3rd “ River St. Pierre on 9th “ 1 span 60 “
- 4th “ “ Tobigote on 19th “ 1 “ 50 “
- 5th “ “ Amqui on 23rd “ 3 spans 60 “
- 6th “ Indian Brook on 25th “ 3 “ 40 “
- 7th “ River Matapedia 36th “ 1 span 150 “
- 8th “ “ Asmaguagan 58th “ 1 “ 80 “
- 9th “ Clark's Brook 64th “ 3 spans 30 “

Whilst the grades are favorable and the bridging light, it might naturally be expected that the curvature would be excessive, when the tortuous character of the River Matapedia, more particularly below the Forks, is taken into consideration. The following abstract will show, however, that sharp curves have been avoided. The minimum radius

adopted on the Grand Trunk Railway (Portland Division). namely, 1,146 feet, not being reached.

CURVATURE.

|               |    |      |      |         |       |         |      |        |
|---------------|----|------|------|---------|-------|---------|------|--------|
| 1°            | or | 5730 | feet | radius, | total | length, | 6.1  | miles. |
| 1½°           | "  | 3820 | "    | "       | "     | "       | 6.9  | "      |
| 1¾°           | "  | 3274 | "    | "       | "     | "       | 0.3  | "      |
| 2°            | "  | 2865 | "    | "       | "     | "       | 8.9  | "      |
| 2½°           | "  | 2292 | "    | "       | "     | "       | 0.1  | "      |
| 3°            | "  | 1910 | "    | "       | "     | "       | 6.1  | "      |
| 3¼°           | "  | 1763 | "    | "       | "     | "       | 1.8  | "      |
| 3½°           | "  | 1637 | "    | "       | "     | "       | 2.6  | "      |
| 4°            | "  | 1432 | "    | "       | "     | "       | 3.0  | "      |
| 4¼°           | "  | 1348 | "    | "       | "     | "       | 0.3  | "      |
| 4½°           | "  | 1273 | "    | "       | "     | "       | 0.6  | "      |
| Tangents..... |    |      |      |         |       |         | 33.3 | "      |

Total length of section..... 70.0 "

In submitting an estimate of the quantities of the chief classes of work required to complete the bridging and grading on this section, it may be remarked that although the survey and the calculations have been made with great care, I have deemed it prudent to add ten per cent. to all the quantities, to cover any possible oversight or contingency connected with the works of construction on this section.

*Approximate quantities.*

|                                                        |           |              |
|--------------------------------------------------------|-----------|--------------|
| 1. Common excavation.....                              | 1,408,936 | cubic yards. |
| 2. Rock excavation, assumed proportion.....            | 190,905   | "            |
| Total excavation.....                                  |           | 1,599,841 "  |
| 3. Culvert masonry.....                                | 29,317    | "            |
| 4. Bridge do.....                                      | 4,535     | "            |
| 5. Iron in bridges.....                                | 350       | tons.        |
| 6. Slope walling to protect embankments on rivers..... | 63,030    | cubic yards. |

With regard to building materials, the rock exposed along the river is chiefly slate, and although some of it may suit for culverts and slope walling, it would not answer for heavy masonry. About three miles below "The Forks" I am informed that extensive beds of sandstone, suitable for bridge masonry, can be found. From "The Forks" northerly to the River Amqui, a distance of about 12 or 13 miles, there are few exposures, and the rock where seen is dark shale. From the Amqui northerly along the side of Lake Matapedia, a few exposures of limestone and white sandstone are seen; the former is not considered of good quality for bridge masonry, but the latter is suitable for all kinds of work.

From Lake Matapedia to Métis Valley the rocks met with are limestones, conglomerates, red and grey shales, and red and blue slates.

Abundance of material for ballast can be had, indeed many of the embankments will consist of nothing else.

Tamarack, spruce and cedar will be available for cross-ties.

DATUM LEVELS.

It may facilitate further surveying operations, should any be undertaken, to place the following information, with regard to datum levels, on record:

The Survey was commenced by different surveying parties at great distances apart, in consequence of which it was impossible to begin the "levels" with a uniform datum. Distinct datums were assumed by each party, and as "bench marks" were left in the woods, on each line of survey, with the heights marked thereon for future reference, it was thought best, in preparing the plans and profiles, to adhere to the datum assumed in each case.

The relative position of each datum may thus be explained:

*First Datum.*—On this datum levels were carried forward from the Restigouche up



the Gounamitz to Green River; here they were taken up and carried forward to the Toledi and Rimouski waters; thence by the Abawisquash to River Trois Pistoles. On this datum also levels were carried from the Restigouche to the Tobique, then to the Nashwaak and to Kedgwick summit.

*Second Datum.*—On this datum levels were carried from a point five miles up Kedgwick valley to Kedgwick summit; also from the same point past Fredericton to Little River.

*Third Datum.*—On this datum, levels were carried from Little River to Coal Creek.

*Fourth Datum.*—On this datum, levels were carried from Apohaqui Station, on the St. John and Shediac Railway, northerly to Coal Creek.

On the close of the Survey these levels were found to be relatively as follows:—

|                                                                                                  |             |
|--------------------------------------------------------------------------------------------------|-------------|
| High water, River St. Lawrence, at Trois Pistoles.....                                           | 70.00 feet. |
| <i>First datum</i> , said to be high water at Chatham on the Miramichi.....                      | 84.81 “     |
| <i>Second datum</i> .....                                                                        | 101.81 “    |
| <i>Third datum</i> .....                                                                         | 58.00 “     |
| <i>Fourth datum</i> , said to be 100 feet under high water on Bay of Fundy at St. John City..... | 0.00 “      |

Any discrepancy which exists in the above levels may be due to various circumstances, partly, perhaps, to the accumulation of small errors. There is nothing, however, which can possibly affect the general results of the Survey.

The *datum* for the Nova Scotia Survey is low water at Parsboro', on the Basin of Minas.

The *datum* for the Matapedia Survey is high water above Campbeltown, or Bay Chaleurs, and on the River St. Lawrence at St. Flavia.

## FITNESS FOR SETTLEMENT,

### AND AGRICULTURAL CAPABILITIES OF THE COUNTRY.

A person who has been accustomed to the fine open hardwood forests of Upper Canada, would at first be unfavorably impressed with the quality of the land in the Maritime Provinces generally, as well as that portion of Canada east of Quebec, if he judged solely from the appearance of the growing timber. Spruce, of several varieties, grows almost universally, intermixed with other kinds of timber; it frequently attains considerable dimensions, and, next to the white pine, is considered of the greatest commercial value. Immense quantities of spruce deals are annually exported from New Brunswick.

Black and yellow birch, woods little known in Canada, but largely used in and exported from the Lower Provinces, to a large extent take the place of maple and other hard woods. When birch grows with the spruce and other forest trees, the soil is generally considered of good quality. In some sections of the country a proportion of maple is sometimes found with birch, spruce and other varieties of timber.

The occurrence of spruce with balsam, so common in the forests of Lower Canada and New Brunswick, presents serious obstructions to exploring and surveying operations, as a view of any part of the country, beyond a few yards from the position of the observer, is only obtained with great difficulty.

Perhaps the least favorable portion of the country for settlement, along the general route of the surveyed central line, lies between the waters of the St. Lawrence and the Restigouche. I have traversed this district in various directions, and although I must confess that its agricultural capabilities do not impress me favorably, yet Mr. Walter Lawson, who spent six consecutive months in charge of one of the surveying parties in this locality, and who is well qualified to judge, thus reports:

• “In answer to your questions, as to the quality of the country I have been exploring during the last summer, I beg to state that when we left Rimouski at the end of last May the spring was fairly commenced, and we found no snow in the woods. That on reaching the boundary line between Canada and New Brunswick, we found vegetation as far advanced as anywhere between that and the St. Lawrence.

“The country we passed through was hilly, with rock cropping out on the sides in a few

places, but no bare hills, the highest ground being generally rolling, and well timbered with large birch, spruce and balsam.

"I have explored in Canada from Rimouski Village to the Boundary Line, Store Camp No. 1, at Monument No. 47, near the head waters of the Rimouski River; thence, eastward, seven miles, and round, southerly, to the forks of Green River in New Brunswick; thence, northerly, along Green River and the head waters of the Toledi to Monument No. 39; also, I have traversed in several directions, the country bounded by Sandy Lake, Eagle Lake and Island Lake on the west, and Abawisquash on the north, the Rimouski on the east, and the twelve-mile stretch of the boundary line, from Monument No. 39 to No. 47 on the south. This country generally has been lumbered over, consequently very little pine or heavy spruce was met with. The whole is well watered, and most of it eligible for settlement; in no part did I meet with bad land, and in many places I consider the soil of a superior quality.

"The lower section of the valley of the Abawisquash, near the River Trois Pistoles, is partly settled, and the lands I have been exploring are fully equal, if not superior, to the best land I saw in that settlement."

The district above referred to, embraces an area of probably 400,000 acres; and the whole of the country south of it to the River Restigouche, as far as my knowledge goes, is similarly timbered.

From the River Restigouche southerly to the Tobique, and from the River St. John easterly to the Sissou Branch, about 40 miles in length by about 30 miles in breadth, the country is generally fit for settlement. In many sections it has a fine intermixture of hard wood timber—and viewing it as a whole, generally it may be considered good second class land, in some places it may be called first rate. I never saw better crops than those which were growing in the settlements on the outskirts of this district. For several miles along the banks of the River Tobique, beds of gypsum crop out, of immense thickness and of excellent quality; it is already drawn away in large quantities and extensively used in the settlements in the State of Maine.

On the lines of survey and exploration between the Rivers Tobique and Miramichi, a growth of birch, beech and maple with other descriptions of timber, indicate a soil suitable for agricultural purposes. These lines of exploration were about twenty miles apart, and as the intervening and adjoining ground would appear to be in every respect similar, there is no doubt that a great deal of this extensive area is fit for settlement.

From the River Miramichi, on the line surveyed, to the River St. John at Fredericton, there is for the most part a fine growth of hardwood timber, and judging from the portion already cleared along the lower part of the Kedgwick valley, the soil must be of a superior quality. For a distance of 25 miles northward of Fredericton, the country is already cleared and cultivated.

Between the line surveyed from Fredericton, to the head of Grand Lake and the St. John River, the land is low but of excellent quality. From the Grand Lake, southerly, and over the coal fields, the soil is rather indifferent. Before reaching Apohaqui the line passes through the valley of Studholme Mill Stream; here the soil is very good, producing annually excellent crops of potatoes, oats, buckwheat and hay.

It is said there is still a great deal of land fit for settlement, and yet unoccupied, between the Grand Lake and the Gulph shore, but its extent I have no means of knowing at the present time. Between Fredericton and the River Restigouche, the land referred to above, adjoining the lines of explorations of last year, and considered generally suitable for settlement, embraces an area of possibly not much less than 2,000,000 acres. Comparing this extensive tract of land with the soil of Upper Canada, I am inclined to think that it is generally better than any of the unsettled districts in that part of the country.

With regard to the agricultural capabilities of the other sections of New Brunswick, I find a great deal of valuable information on the subject in a report by Professor Johnson, the celebrated Chemist and Agriculturist, made to the Governor of that Province in 1850. The information is so important, and the authority so good, that I have taken copious extracts from three out of eighteen chapters, in an appendix hereto.\* These extracts refer to the agricultural capabilities of the Province, as indicated by its Geological structures, by a practical survey and examination of its soils, and by the actual yield where settlements are formed.

\*See Appendix A.

There remains only to be described the character of the land, and its fitness for settlement in that part of Canada, between the St. Lawrence and the Restigouche along the line of the Matapedia survey.

I find that this subject was specially inquired into some years ago, and a report submitted to the Honorable the Commissioner of Crown Lands of Canada, by Mr. A. W. Sims, the gentleman to whom the inquiry was intrusted. The report embraces all the information desired, and indeed much more than I could give from my own knowledge of the country. I have, therefore, made some extracts and appended them hereto.\*

## VARIOUS PROJECTED ROUTES.

### NEW BRUNSWICK AND CANADA DIVISION OF THE SURVEY.

Having described the engineering features of the lines recently surveyed and submitted estimates of the quantity of work considered necessary to complete the bridging and grading on each, I shall now refer to all the projected routes which seem worthy of attention, and which possibly may be found practicable on thorough surveys being made.

I do not desire it to be misunderstood that I now report all the lines about to be described as practicable. Some of them I believe to be practicable, but my personal knowledge of others is not sufficient to warrant me in expressing a positive opinion as to their feasibility. The lines and combinations of lines about to be referred to, are those which, from partial examinations and information acquired, I think, offer a reasonable chance of being found practicable; and they are here described and classified in order that judgment may be formed as to which route or routes may be most eligible for farther surveys.

These lines may conveniently be divided into three classes.

First.—*Frontier Routes*.—Comprising those projected lines which, at one or more points, touch or pass close to the frontier of the United States.

Second.—*Central Routes*.—Those lines which are projected to run through the interior and kept at some distance from the frontier as well as from the Gulf shore.

Third.—*Bay Chaleurs Routes*.—Comprising those lines which touch the waters of the Gulf of St. Lawrence on the Bay Chaleurs.

The several lines herein referred to may be traced on the accompanying General Map; they are numbered consecutively from the west to the east. It may be explained that the length of each is ascertained by measuring the distance on the map and adding a certain percentage for curvature. This percentage is based on the difference between the actual chaining of the surveyed lines on the ground, and the length thereof measured on the map. A method of computing the distances, which, although perhaps not strictly correct, appears, under the circumstances, the most accurate that can be adopted; and it will probably give a sufficiently close approximation.

### FRONTIER ROUTES.

*Line No. 1.*—This line was projected some years ago to connect the Grand Trunk Railway at River du Loup, with the Railway now in operation, from near Woodstock to St. Andrews; an examination of the country was made by Mr. T. S. Rubidge, in 1859 or '60, and his report, with which I have been favored, contains a great deal of valuable information, much of which is applicable to all the Frontier routes (see Appendix C.) This line, after leaving River du Loup, is proposed to follow the valley of River Verte, to the water-shed between the St. Lawrence and the River St. John, at an elevation of 880 feet above the sea; thence in a direction generally parallel to the Temiscouata Road to the falls of the Cabaneau River; from thence to the head waters of River aux Perches, and by the valley of that stream to the Degelé Settlement, at the southerly extremity of Lake Temiscouata. From Degelé the line is proposed to follow the River Madawaska to the River St. John at the village of Little Falls.

From Little Falls this line continues along the easterly bank of the River St. John, which it crosses at Grand Falls, and thence keeps on the westerly bank to Woodstock, connecting with St. Andrew's Railway at some convenient point, probably by way of the Bel River Valley. This line has not been surveyed instrumentally, but it is thought to be practicable; the only doubtful section is that between River du Loup and the Degelé; but

\*See Appendix B.

should a direct line not be had here, a detour, either to the west by the valley of the River St. Francis, or to the east by the River Trois Pistoles, the Ashberash waters and Lake Temiscouata, will, without doubt, be found quite practicable, although the length of the line will be considerably increased thereby.

The estimated distances from River du Loup by this line are as follows :

|                                                                     | RAILWAY.     |                  | Total. |
|---------------------------------------------------------------------|--------------|------------------|--------|
|                                                                     | Constructed. | Not constructed. |        |
| <i>To St. Andrews—</i>                                              |              |                  |        |
| From River du Loup to junction with St. Andrew's Railway.....       | ....         | 210              | 210    |
| Along St. Andrew's Railway.....                                     | 67           | ....             | 67     |
| Total.....                                                          | 67           | 210              | 277    |
| <i>To St. John—</i>                                                 |              |                  |        |
| From River du Loup to junction with St. Andrew's Railway.....       | ....         | 210              | 210    |
| Along St. Andrew's Railway.....                                     | 27           | ....             | 27     |
| Surveyed line from St. Andrews Railway by Oromocto to St. John..... | ....         | 82               | 82     |
| Total .....                                                         | 27           | 292              | 319    |
| <i>To Halifax—</i>                                                  |              |                  |        |
| From River du Loup to St. John as above.....                        | 29           | 292              | 319    |
| Railway from St. John to Moncton.....                               | 90           | ....             | 90     |
| Moncton to Truro.....                                               | 6            | 109              | 115    |
| Truro to Halifax.....                                               | 61           | ....             | 61     |
| Total.....                                                          | 184          | 401              | 585    |

*Line No. 2—*This line is laid down on the Map from River du Loup to a point on the Trois Pistoles River, above the confluence of the Abawisquash, where a bridge of an expensive character will be necessary.

The section between River du Loup at this point is common to all the lines about to be described. From Trois Pistoles the line passes over to Lake Temiscouata, by the Ashberish Lake and River; following the westerly shore of Lake Temiscouata to the Degelé settlement, it thence continues along the valley of the River Madawaska to Little Falls and the River St. John to St. Bazil. From this point, instead of following the immediate banks of the St. John to Woodstock, as line No. 1 does, it joins on to the exploration line made some three years ago by the St. Andrew's Railway Company, when they seemed to have seriously entertained the idea of extending to Canada. This line leaves the St. John River, near St. Bazil, and crosses the Grand River about 10 miles from its outlet; it passes about five miles to the east of Grand Falls and crosses the Tobique about fifteen miles from its mouth; thence it is shown on the Map to cross over by the Otelloch and Munquart Rivers to the St. John at Hardwood Creek. At Hardwood Creek the line crosses the St. John on a bridge proposed to be 100 feet high and fully 800 feet long, and continuing onward it connects with the existing Railway to St. Andrews at its present Terminus, four miles west of Woodstock.

The reports on the exploration of this line northerly to Little Falls were furnished by the gentlemen representing the New Brunswick and Canada Railway Company, to whom I am much indebted. The detailed information thus obtained will be found on reference to Appendix D. About twenty-seven miles of this line north of Woodstock has been instrumentally surveyed; the remainder, to Trois Pistoles, has only been partially explored. It is anticipated that serious, although perhaps not insuperable, difficulties will be met with between the high-level crossing of the St. John and the crossing of the River Tobique, as well as near the Degelé on Lake Temiscouata. The estimate of the cost per mile, given by the engineer of the St. Andrew's Railway Company, in his report appended hereto, is, I presume, for the grading only.

The estimated distances by this line are as follows :

|                                                                                                                      | RAILWAY.     |                  | Total. |
|----------------------------------------------------------------------------------------------------------------------|--------------|------------------|--------|
|                                                                                                                      | Constructed. | Not constructed. |        |
| <i>To St. Andrews—</i>                                                                                               |              |                  |        |
| From River du Loup to junction with the present terminus of Canada and New Brunswick Railway, west of Woodstock..... | .....        | 223              | 223    |
| Along Railway to St. Andrew's....                                                                                    | 87           | .....            | 87     |
| Total.....                                                                                                           | 87           | 223              | 310    |
| <i>To St. John—</i>                                                                                                  |              |                  |        |
| From River du Loup to near Woodstock as above...                                                                     | .....        | 223              | 223    |
| Along Railway to proposed western extension from St. John.....                                                       | 45           | .....            | 45     |
| Along surveyed line by Douglas Valley to St. John.                                                                   | .....        | 82               | 82     |
| Total.....                                                                                                           | 45           | 505              | 350    |
| <i>To Halifax—</i>                                                                                                   |              |                  |        |
| From River du Loup to St. John, as above.....                                                                        | 45           | 305              | 350    |
| Railway from St. John to Moncton.....                                                                                | 90           | .....            | 90     |
| “ “ Moncton to Truro.....                                                                                            | 6            | 109              | 114    |
| “ “ Truro to Halifax.....                                                                                            | 61           | .....            | 61     |
| Total.....                                                                                                           | 202          | 414              | 616    |

*Line No. 3.*—From River du Loup to Grand Falls, this line is precisely the same as No. 1. From Grand Falls it crosses over to Salmon River, and there joins the proposed extension of the Canada and New Brunswick Railway, as explored by Mr. Buck, the engineer of that Company—(See Appendix D); it then follows Mr. Buck's exploratory line across the Tobique River to the head waters of the Munquart River, thence it crosses over and joins the line surveyed by Mr. Burpee for the New Brunswick Government, from Fredericton to the City of St. John.

This is the most direct line between River du Loup and the City of St. John which is likely to be found practicable. It crosses and recrosses the "air line" drawn from the extreme points to the north-easterly angle of Maine no less than twelve times, and does not diverge from it, at any point, more than ten miles. There is, it must be confessed, some little uncertainty with regard to the feasibility of this line, between the forks of the Miramichi and the River Tobique—as well as between the Degelé and River du Loup, these sections having been imperfectly explored; but there is good reason to expect that a careful survey would result in showing that a line not unfavorable might be had through these sections as well as elsewhere. This line would require a very costly bridge over the River St. John near Fredericton, and another over the same river at the City of St. John.

The distances to St. John and Halifax are estimated as follows :

|                                                                   | RAILWAY.     |                  | Total. |
|-------------------------------------------------------------------|--------------|------------------|--------|
|                                                                   | Constructed. | Not constructed. |        |
| <i>To St. John—</i>                                               |              |                  |        |
| From River du Loup to Fredericton.....                            | .....        | 235              | 235    |
| From Fredericton to St. John, by Oromocto and Douglas Valley..... | .....        | 66               | 66     |
| Total.....                                                        | .....        | 301              | 301    |
| <i>To Halifax—</i>                                                |              |                  |        |
| From River du Loup to St. John, as above.....                     | .....        | 301              | 301    |
| “ St. John to Moncton.....                                        | 90           | .....            | 90     |
| “ Moncton to Truro.....                                           | 6            | 109              | 115    |
| “ Truro to Halifax.....                                           | 61           | .....            | 61     |
| Total.....                                                        | 157          | 410              | 567    |

CENTRAL ROUTES.

*Line No. 4.*—This line is identical with the line surveyed last summer, from the River du Loup as far as Eagle Lake.

From Eagle Lake it follows Eagle Stream to the Forks of the River Toledi; thence along the general direction of the Squatook Lakes, and across by the head-waters of the Iroquois River to Green River Lake; thence along the most favorable route that can be had to the most westerly branch of the Restigouche, continuing along which, and probably by Hunter's Brook, it may rejoin the line surveyed last summer near the source of Grand River; thence following the surveyed line by Two Brooks, River Tobique, North Branch of the Miramichi and the Kedgwick valley, to opposite Fredericton. After crossing the River St. John, at Fredericton, it continues along the line of Mr. Burpee's survey from Fredericton to St. John, by Oromocto and Douglas Valley. The only portion of this line not instrumentally surveyed is that between Eagle Lake and Grand River, a distance of perhaps 80 miles. About half this distance, viz: from the Squatook Lakes to the River Restigouche has only been partially explored, but no insurmountable difficulty is supposed to exist. The survey and examinations have shown the whole of the remainder of the line to be entirely practicable.

It must be admitted, however, that the bridges required across the River St. John at two points, are formidable works.

The distances by this line are estimated as follows:

|                                                                                                                                                 | RAILWAY.     |                  | Total. |
|-------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------------|--------|
|                                                                                                                                                 | Constructed. | Not constructed. |        |
| <i>To St. John—</i>                                                                                                                             |              |                  |        |
| From River du Loup by Island and Eagle Lakes, Squatook Lakes, Green River Lake, Restigouche, Hunter's Brook and survey line to Fredericton..... | .....        | 260              | 260    |
| From Fredericton, by Oromocto and Douglas Valley to St. John.....                                                                               | .....        | 66               | 66     |
| Total.....                                                                                                                                      | .....        | 326              | 326    |
| <i>To Halifax—</i>                                                                                                                              |              |                  |        |
| From River du Loup to St. John, as above.....                                                                                                   | .....        | 326              | 326    |
| From St. John to Moncton.....                                                                                                                   | 90           | .....            | 90     |
| “ Moncton to Truro.....                                                                                                                         | 6            | 109              | 115    |
| “ Truro to Halifax.....                                                                                                                         | 61           | .....            | 61     |
| Total.....                                                                                                                                      | 157          | 435              | 592    |

*Line No. 5.*—This follows the line surveyed, and already described. From Fredericton to St. John, it follows the Oromocto and Douglas Valley route like Nos. 3 and 4, and equally with them it requires the bridging of the River St. John at two places. With the exception of the portion between Eagle Lake and the sources of the Green River, referred to in the description, this line has been instrumentally examined from end to end, and without doubt is quite practicable. The distances to St. John and Halifax are estimated as under.

|                                                                                                                                                                                                                                       | RAILWAY.     |                  | Total. |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------------|--------|
|                                                                                                                                                                                                                                       | Constructed. | Not constructed. |        |
| <i>To St. John.</i>                                                                                                                                                                                                                   |              |                  |        |
| From River du Loup by Island and Eagle Lake, South-east Branch of Toledi, North-west Branch of Green River, Moose Valley, Gounamitz Valley, Boston Brook, Two Brooks, North Branch of Miramichi and Keswick River to Fredericton..... | .....        | 262              | 262    |
| From Fredericton to St. John, by Oromocto and Douglas Valley.....                                                                                                                                                                     | .....        | 66               | 66     |
| Total.....                                                                                                                                                                                                                            | .....        | 328              | 328    |

*To Halifax—*

|                                                  |       |       |     |
|--------------------------------------------------|-------|-------|-----|
| From River du Loup to Fredericton, as above..... | ..... | 262   | 262 |
| From Fredericton to St. John.....                | ..... | 66    | 66  |
| “ St. John to Moncton.....                       | 90    | ..... | 90  |
| “ Moncton to Truro.....                          | 6     | 109   | 115 |
| “ Truro to Halifax.....                          | 61    | ..... | 61  |
| Total.....                                       | 157   | 437   | 594 |

*Line No. 6.*—This is identical throughout the whole extent with the line surveyed last summer to Apohaqui Station on the Railway running from St. John to Shediac, and need not again be described. The distances by this line are :

|                                                                           | RAILWAY.    |                  | Total. |
|---------------------------------------------------------------------------|-------------|------------------|--------|
|                                                                           | Constructed | Not constructed. |        |
| <i>To St. John—</i>                                                       |             |                  |        |
| From River du Loup by Fredericton and head of Grand Lake to Apohaqui..... | .....       | 343              | 343    |
| From Apohaqui by Railway in operation to St. John.                        | 37          | .....            | 37     |
| Total.....                                                                | 37          | 343              | 380    |

*To Halifax—*

|                                                                           |       |       |     |
|---------------------------------------------------------------------------|-------|-------|-----|
| From River du Loup by Fredericton and head of Grand Lake to Apohaqui..... | ..... | 343   | 343 |
| From Apohaqui to Moncton.....                                             | 53    | ..... | 53  |
| “ Moncton to Truro.....                                                   | 6     | 109   | 115 |
| “ Truro to Halifax.....                                                   | 61    | ..... | 61  |
| Total.....                                                                | 120   | 452   | 572 |

*Line No. 7.*—This line follows precisely the same route as line No. 6 from River du Loup as far as the head of Grand Lake, touching on its way the River St. John opposite Fredericton.

From the head of Grand Lake, instead of running southerly to Apohaqui, it continues in a direction nearly easterly, over ground known to be favorable, until it intersects the existing Railway from St. John to Shediac at such point as may be found most suitable, probably about 12 or 13 miles west of Moncton.

The following are the estimated distances to St. John and Halifax by this line:

|                                                                        | RAILWAY.     |                  | Total. |
|------------------------------------------------------------------------|--------------|------------------|--------|
|                                                                        | Constructed. | Not constructed. |        |
| <i>To St. John—</i>                                                    |              |                  |        |
| From River du Loup by surveyed line to head of Grand Lake.....         | .....        | 304              | 304    |
| From head of Grand Lake to Junction with Railway, west of Moncton..... | .....        | 45               | 45     |
| Along Railway to St. John.....                                         | 77           | .....            | 77     |
| Total.....                                                             | 77           | 349              | 426    |
| <i>To Halifax—</i>                                                     |              |                  |        |
| From River du Loup to head of Grand Lake, as above.....                | .....        | 304              | 304    |
| From head of Grand Lake to Railway Junction west of Moncton.....       | .....        | 45               | 45     |
| Along Railway to Moncton.....                                          | 13           | .....            | 13     |
| From Moncton to Truro.....                                             | 6            | 109              | 115    |
| From Truro to Halifax.....                                             | 61           | .....            | 61     |
| Total.....                                                             | 80           | 458              | 538    |

*Line No. 8.*—This line, from River du Loup to the River Restigouche, coincides

with the surveyed line (No. 6) between these points. From the Restigouche it follows Boston Brook to Jardine's Brook and continues by an explored passage from the latter stream to the valley of the Sisson Branch of the River Tobique; following which it is supposed that, with some difficulty, a practicable route may be had by the Forks and right-hand branch of the Tobique to Long Lake or Tobique Lake; thence the line is drawn on the map to the sources of Clear Water Brook, and by a route explored under my directions, by Mr. Tremaine, C.E., in March, last year, to Rocky Brook, and thence by the main Miramichi to Boiestown; from Boiestown this line is laid down to the head of Navigation on Grand Lake, where it intersects the surveyed line (No. 6) and follows it to Apohaqui Station.

A long extent of this line, viz.: from the River Restigouche to Grand Lake, has not been instrumentally surveyed, and it has only been partially explored; enough, however, is known of the country to give good ground for the supposition that a line may be found, within the limits of practicability, along the general direction of the route indicated.

It is not, however, believed that a line can be had without severe gradients as well as heavy works of construction. Mr. Tremaine's report on the aneroid exploration made by him, from Boiestown across the Tobique highlands, will be found in the Appendix (E).

The distances to St. John and Halifax by this line are approximately estimated as follows:

|                                                                                 | RAILWAY.     |                  | Total. |
|---------------------------------------------------------------------------------|--------------|------------------|--------|
|                                                                                 | Constructed. | Not constructed. |        |
| <i>To St. John—</i>                                                             |              |                  |        |
| From River du Loup, by survey line to Restigouche. ....                         |              | 120              | 120    |
| From Restigouche, by Forks of Tobique and Boiestown, to head of Grand Lake..... |              | 148              | 148    |
| From head of Grand Lake, by surveyed line, to Apohaqui.....                     |              | 39               | 39     |
| From Apohaqui to St. John.....                                                  | 37           | .....            | 37     |
| Total.....                                                                      | 37           | 307              | 344    |
| <i>To Halifax—</i>                                                              |              |                  |        |
| From River du Loup to head of Grand Lake, as above.....                         |              | 268              | 268    |
| From Grand Lake to Apohaqui.....                                                |              | 39               | 39     |
| From Apohaqui, along Railway, to Moncton.....                                   | 53           | .....            | 53     |
| From Moncton to Truro.....                                                      | 6            | 109              | 115    |
| From Truro to Halifax.....                                                      | 61           | .....            | 61     |
| Total.....                                                                      | 120          | 416              | 536    |

*Line No. 9.*—This line follows the same as the last (No. 8), from River du Loup to the head of Grand Lake. From Grand Lake, instead of running to Apohaqui on the surveyed line, it is drawn easterly across the country without engineering difficulties, to a point of intersection with the existing railway, about 13 miles west of Moncton.

The distances by this line are estimated to be:

|                                                                          | RAILWAY.     |                  | Total. |
|--------------------------------------------------------------------------|--------------|------------------|--------|
|                                                                          | Constructed. | Not constructed. |        |
| <i>To St. John—</i>                                                      |              |                  |        |
| From River du Loup to head of Grand Lake, the same as by line No. 8..... |              | 268              | 268    |
| From Grand Lake to Railway Junction near Moncton.....                    |              | 45               | 45     |
| Along Railway to St. John.....                                           | 77           | .....            | 77     |
| Total.....                                                               | 77           | 313              | 390    |



|                                                                                  | RAILWAY.     |                  | Total. |
|----------------------------------------------------------------------------------|--------------|------------------|--------|
|                                                                                  | Constructed. | Not constructed. |        |
| <i>To Halifax—</i>                                                               |              |                  |        |
| From River du Loup to point of intersection, west of Moncton, with Railway ..... | .....        | 313              | 313    |
| Along Railway to Moncton .....                                                   | 13           | .....            | 13     |
| From Moncton to Truro.....                                                       | 6            | 109              | 115    |
| From Truro to Halifax.....                                                       | 61           | .....            | 61     |
| Total.....                                                                       | 80           | 422              | 502    |

*Line No. 10.*—This line corresponds with the two last, Nos. 8 and 9, from River du Loup to the Tobique Lakes; it is then drawn across to the Village of Indiantown, on a course between the north branch of the Renous River and the Little South-west Miramichi. This route, from the Tobique Lakes to Indiantown, is strongly recommended as favorable, by the Hon. P. Mitchell, of New Brunswick. From Indiantown it follows Major Robinson's line to Buctouche River, and then continues southerly to Moncton. This is unquestionably one of the most direct lines between Halifax and River du Loup, and possibly it may be found practicable throughout; but it is impossible to speak with certainty without more information than is at present possessed.

Between the Tobique Lakes, the sources of the Renous and the Miramichi, is the part of the country least known. Mr. Mitchell says that the waters of the Tobique here interlock with the sources of the Little South-west Miramichi, and that the character of the country is level. This being the case, there is reason to suppose that a railway line may be located through the country on the line indicated.

The distances by this line are estimated as follows:

|                                                         | RAILWAY.     |                  | Total. |
|---------------------------------------------------------|--------------|------------------|--------|
|                                                         | Constructed. | Not constructed. |        |
| <i>To St. John—</i>                                     |              |                  |        |
| From River du Loup to the Tobique Lakes.....            | .....        | 180              | 180    |
| From the Tobique Lakes to Indiantown.....               | .....        | 64               | 64     |
| “ Indiantown to E. & N. A. Railway.....                 | .....        | 82               | 82     |
| “ Along Railway to St. John.....                        | 96           | .....            | 96     |
| Total.....                                              | 96           | 326              | 422    |
| <i>To Halifax—</i>                                      |              |                  |        |
| From River du Loup to E. & N. A. Railway, as above..... | .....        | 326              | 326    |
| “ E. & N. A. Railway to Truro.....                      | .....        | 109              | 109    |
| “ Truro to Halifax.....                                 | 61           | .....            | 61     |
| Total.....                                              | 61           | 435              | 496    |

*Line No. 11.*—This line corresponds with the surveyed line (No. 6) from River du Loup to Island Lake, and perhaps as far as Eagle Lake; it passes over from these waters on a level to the Toradi, and continues along that river up the Rimouski to the boundary line between Canada and New Brunswick; it passes over, through a favorable opening in the highlands, to the valley of the south branch of the Kedgwick, and thence it is assumed that the line may gradually descend by the south branch and main Kedgwick to the Restigouche. Difficulties are said to exist in the lower part of the south branch; should these prove too expensive to overcome, they can, I have reason to believe, be entirely avoided by following the general direction of the line shown on the map, from the Restigouche to Kedgwick Lake, and thence down the main valley. From the Restigouche the line is drawn by Five Fingred Brook across to the Sisson Branch of the Tobique; here it joins line No. 8, with which it corresponds thence to Apohaqui. On this line difficulties may be encountered in passing over from Five Fingred Brook to the Sisson Branch, as well as at points on line No. 8 already mentioned, but it is not supposed they will prove insuperable.

The following are the estimated distances to St. John and Halifax by this line:—

|                                                                                                                    | RAILWAY.     |                  | Total. |
|--------------------------------------------------------------------------------------------------------------------|--------------|------------------|--------|
|                                                                                                                    | Constructed. | Not constructed. |        |
| <i>To St. John—</i>                                                                                                |              |                  |        |
| From River du Loup by the Rimouski and Kedgwick, the Forks of Tobique and Boiestown to the head of Grand Lake..... | ....         | 284              | 284    |
| From the Head of Grand Lake to Apohaqui.....                                                                       | ....         | 39               | 39     |
| Apohaqui by Railway to St. John.....                                                                               | 37           | ....             | 37     |
| Total.....                                                                                                         | 37           | 323              | 552    |
| <i>To Halifax—</i>                                                                                                 |              |                  |        |
| From River du Loup to the Apohaqui as above.....                                                                   | ....         | 332              | 332    |
| Apohaqui, along Railway, to Junction.....                                                                          | 59           | ....             | 59     |
| From Junction to Truro.....                                                                                        | ....         | 109              | 109    |
| “ Truro to Halifax.....                                                                                            | 61           | ....             | 61     |
| Total.....                                                                                                         | 120          | 432              | 552    |

*Line No. 12.*—This line is the same as the last, from River du Loup as far as the head of Grand Lake, but here it turns off to the east and intersects the existing Railway a few miles west of Moncton. The distances are estimated to be:

|                                                                                        | RAILWAY.     |                  | Total. |
|----------------------------------------------------------------------------------------|--------------|------------------|--------|
|                                                                                        | Constructed. | Not constructed. |        |
| <i>To St. John—</i>                                                                    |              |                  |        |
| From River du Loup to the head of Grand Lake, the same as No. 11.....                  | ....         | 284              | 284    |
| From the head of Grand Lake to junction west of Moncton.....                           | ....         | 45               | 45     |
| From junction, along Railway to St. John.....                                          | 77           | ....             | 77     |
| Total.....                                                                             | 77           | 329              | 406    |
| <i>To Halifax—</i>                                                                     |              |                  |        |
| From River du Loup to the intersection with the Railway west of Moncton, as above..... | ....         | 329              | 329    |
| Along Railway to Moncton.....                                                          | 13           | ....             | 13     |
| Moncton to Truro.....                                                                  | 6            | 109              | 115    |
| Truro to Halifax.....                                                                  | 61           | ....             | 61     |
| Total.....                                                                             | 80           | 438              | 518    |

#### BAY CHALEURS ROUTES.

There lies, south of the River Restigouche, north of the Miramichi, east of the most easterly central line above described, a tract of country over sixty miles in width, and extremely unfavorable for Railway construction. Owing to the rugged and mountainous character of this district, it is hopeless to look for a line suitable for a Railway through it, and in consequence of these features, the lines already referred to, all pass to the west, while those about to be described are led round the other side of this Highland region, as far to the east as the shores of the Bay Chaleurs; hence the name by which the latter lines are designated, to distinguish them from the Central and Frontier Routes.

*Line No. 13.*—This line continues on the same course as the line, No. 11, from River du Loup, by Island Lake, River Toledi and Rimouski, to Kedgwick Lake. From Kedgwick Lake it is thought the line can be carried into the valley of the Patapedia and thence to the Restigouche. It must be confessed that this is only a conjecture, based not on a knowledge of the immediate locality, as the explorations did not extend to this quarter, but on a knowledge of the general character of the country. Should, however, this view prove

incorrect, it is probable that a line may be had a little further north, as shown on the map, to the valley of the Matapedia and thence to the Restigouche.\*

Both routes measure about the same length, to a common point on the Restigouche River, at the mouth of the Matapedia. With regard to their respective merits or demerits, a safe opinion cannot be formed without a survey.

At present, all that can be said is, that a favorable communication by one or other of these routes is not improbable. From the mouth of the Matapedia the line follows the route recommended by Major Robinson, to Indiantown on the Miramichi River. From Indiantown it continues nearly due south to the head of Grand Lake, and thence by the surveyed line to Apohaqui.

No serious difficulty is anticipated between Indiantown and Grand Lake.

The distances by this line, from River du Loup to St. John and Halifax, are estimated to be as follows:

|                                                                                      | RAILWAY.     |                  | Total. |
|--------------------------------------------------------------------------------------|--------------|------------------|--------|
|                                                                                      | Constructed. | Not constructed. |        |
| <i>To St. John—</i>                                                                  |              |                  |        |
| From River du Loup by Patapedia and Restigouche to Dalhousie.....                    | ....         | 183              | 183    |
| From Dalhousie to Bathurst.....                                                      | ....         | 53               | 53     |
| “ Bathurst to Indiantown.....                                                        | ....         | 59               | 59     |
| “ Indiantown by head of Grand Lake to Apohaqui .....                                 | ....         | 92               | 92     |
| “ Apohaqui along Railway to St. John.....                                            | 37           | ....             | 37     |
| Total.....                                                                           | 37           | 387              | 424    |
| <i>To Halifax—</i>                                                                   |              |                  |        |
| From River du Loup by Dalhousie, Bathurst, and Grand Lake to Apohaqui, as above..... | ....         | 387              | 387    |
| From Apohaqui along Railway to Moncton.....                                          | 53           | ....             | 53     |
| “ Moncton to Truro.....                                                              | 6            | 109              | 115    |
| “ Truro by railway to Halifax.....                                                   | 61           | ....             | 61     |
| Total.....                                                                           | 120          | 496              | 616    |

*Line No. 14.*—This line coincides with No. 13 from River du Loup to Indiantown, but from Indiantown instead of running southerly to Apohaqui, it follows a south-easterly course along Major Robinson's line nearly the whole distance to Moncton. The distances by this line are estimated to be:

|                                                                                                                                           | RAILWAY.     |                   | Total. |
|-------------------------------------------------------------------------------------------------------------------------------------------|--------------|-------------------|--------|
|                                                                                                                                           | Constructed. | Not constructed.† |        |
| <i>To St. John—</i>                                                                                                                       |              |                   |        |
| From River du Loup, by Rimouski, Patapedia and Restigouche Rivers, Dalhousie and Bathurst, to Indiantown, the same as by line No. 13..... | ....         | 295               | 295    |
| From Indiantown to E. & N. A. Railway.....                                                                                                | ....         | 82                | 82     |
| Along Railway to St. John.....                                                                                                            | 96           | ....              | 96     |
| Total.....                                                                                                                                | 96           | 377               | 473    |
| <i>To Halifax—</i>                                                                                                                        |              |                   |        |
| From River du Loup to E. & N. A. Railway, as above.....                                                                                   | ....         | 377               | 377    |
| From E. & N. A. Railway to Truro.....                                                                                                     | ....         | 109               | 109    |
| “ Truro to Halifax.....                                                                                                                   | 61           | ....              | 61     |
| Total.....                                                                                                                                | 61           | 486               | 547    |

\* “A party was sent to explore for a line from the Matapedia River, westward, following the valley of one of its tributaries, and thence across to the Rimouski River, and from the reports I have received from them, it appears probable that a practicable line may be obtained by following the valley of Metallics Brook, five miles below the forks of the Matapedia and along a succession of Lakes to the Rimouski and by the valley of the Torcadia to the Abersquash.”—*Captain Henderson's Report.*

*Line No. 15.*—This is the route known as Major Robinson's line. It runs from River du Loup to the Trois Pistoles crossing, already referred to, and continues from thence at a distance of 8 to 12 miles from the south shore of the St. Lawrence to the River Métis. From the Métis the line passes over to the valley of the Matapedia, which it descends to the River Restigouche. The Restigouche leads it to Bay Chaleurs, the shores of which it follows to the Town of Bathurst, passing on the way the villages of Campbelltown and Dalhousie. From Bathurst the line runs by the Rivers Nipisiguit and the North-west Miramichi to Indiantown on the main or South-west Miramichi. From Indiantown it strikes across a country reported to be flat and favorable, to the Isthmus between the bend of Petitcodiac and Shediac, and thence to Nova Scotia by a route already described.

The recent survey has proved that the Matapedia section will be much less difficult and expensive than was previously supposed.

Instead of twelve or fourteen bridges across the main river, averaging from 360 to 450 feet long, on the first 38 miles north of the Restigouche, only one bridge of 150 feet span is required. Besides which, excavation and other work will be very materially reduced, by adopting curves and gradients, equally as favorable as on other lines of railway both in Europe and America.

The unlooked-for difficulties in the neighborhood of the Métis River have already been referred to; between this point and Trois Pistoles the country seems to have only been partially surveyed in 1848, as there are other points at which very thorough explorations will require to be made before a location survey can be attempted. The bridging of the Trois Pistoles, common to all lines except No. 1, is a very formidable affair; that of the Rimouski, where the line crosses at the mouth of the "Ruisseau Bois Brûlé," seemed to me to be not much less so. I think the latter can be avoided, or at least very materially diminished, by a route a little further to the south.

Between the mouth of the Matapedia and Moncton this line will be generally on favorable ground; and with the exception of the bridges over some of the large rivers, the work, it is expected, will not be heavy.

The distances to St. John and Halifax by this line are estimated to be as follows :

|                                                                                | RAILWAY.     |                  |        |
|--------------------------------------------------------------------------------|--------------|------------------|--------|
|                                                                                | Constructed. | Not constructed. | Total. |
| <i>To St. John—</i>                                                            |              |                  |        |
| From River du Loup by Métis and Matapedia, to Dalhousie.....                   |              | 196              | 196    |
| From Dalhousie to Bathurst.....                                                |              | 53               | 53     |
| “ Bathurst to E. & N. A. Railway.....                                          |              | 141              | 141    |
| Along E. & N. A. Railway to St. John.....                                      | 96           | .....            | 96     |
| Total.....                                                                     | 96           | 390              | 486    |
| <i>To Halifax—</i>                                                             |              |                  |        |
| From River du Loup by Métis, Matapedia, Dalhousie and Bathurst to Moncton..... |              | 390              | 390    |
| From Moncton to Truro.....                                                     |              | 109              | 109    |
| “ Truro by Railway to Halifax.....                                             | 61           | ...              | 61     |
| Total.....                                                                     | 61           | 499              | 560    |

The distances by the various routes may now be presented in a tabular form, and it may be mentioned that the distances here submitted considerably exceed those given by Major Robinson and others; the allowances which I have made in every case for curvature, and which I deem absolutely necessary in order insure a safe estimate, may account for this excess. Major Robinson estimated the distance from Halifax to Quebec at 635 miles. By adding the length of the Quebec and River du Loup Railway to the figures now given, the distance by the same route would appear to be fifty miles longer—equal to about eight per cent. on the whole. Should the allowance for curvature (which I am convinced is ample) ultimately prove greater than necessary, the estimates will at least possess the merit of erring on the safe side, and any possible error of this kind will not affect a comparison of the different routes, as, in this respect, all are relatively treated alike.

Table of Comparative Distances from River du Loup to St. John and Halifax.

| ROUTES.              | No. of Line. | TO ST. JOHN.   |            |        | TO HALIFAX.    |            |        |
|----------------------|--------------|----------------|------------|--------|----------------|------------|--------|
|                      |              | Railway Built. | Not Built. | Total. | Railway Built. | Not Built. | Total. |
| Frontier Routes.     | 1            | 27             | 292        | 319    | 184            | 401        | 585    |
|                      | 2            | 45             | 305        | 150    | 202            | 414        | 567    |
|                      | 3            | 00             | 301        | 301    | 157            | 410        | 561    |
| Central Routes.      | 4            | 00             | 326        | 326    | 157            | 485        | 592    |
|                      | 5            | 00             | 328        | 328    | 157            | 487        | 594    |
|                      | 6            | 37             | 343        | 380    | 20             | 452        | 572    |
|                      | 7            | 77             | 349        | 426    | 80             | 458        | 538    |
|                      | 8            | 37             | 307        | 344    | 120            | 416        | 536    |
|                      | 9            | 77             | 313        | 390    | 80             | 422        | 502    |
|                      | 10           | 96             | 326        | 422    | 61             | 485        | 496    |
| Bay Chaleurs Routes. | 11           | 37             | 323        | 360    | 120            | 482        | 552    |
|                      | 12           | 77             | 329        | 406    | 80             | 488        | 518    |
|                      | 13           | 37             | 387        | 424    | 120            | 496        | 616    |
|                      | 14           | 96             | 377        | 473    | 61             | 586        | 547    |
|                      | 15           | 96             | 390        | 486    | 61             | 499        | 560    |

With regard to the Total distance from River du Loup to St. John, including the length of Railway already constructed, the several lines stand in the following order, beginning with the shortest:—

| FROM RIVER DU LOUP TO ST. JOHN. |                         |                               |
|---------------------------------|-------------------------|-------------------------------|
| Line No.                        | 3, Frontier Route,      | total length ..... 301 miles. |
| "                               | 1, " "                  | ..... 319 "                   |
| "                               | 4, Central Route,       | ..... 326 "                   |
| "                               | 5, " "                  | ..... 328 "                   |
| "                               | 2, Frontier Route,      | ..... 350 "                   |
| "                               | 11, Central Route,      | ..... 360 "                   |
| "                               | 6, " "                  | ..... 380 "                   |
| "                               | 9, " "                  | ..... 390 "                   |
| "                               | 12, " "                 | ..... 406 "                   |
| "                               | 10, " "                 | ..... 422 "                   |
| "                               | 13, Bay Chaleurs Route, | ..... 424 "                   |
| "                               | 7, Central Route,       | ..... 426 "                   |
| "                               | 14, Bay Chaleurs Route, | ..... 473 "                   |
| "                               | 15, " "                 | ..... 486 "                   |

In respect to the length of Railway yet to be constructed, to connect River du Loup with St. John, the several lines may be placed in the following order:—

|          |                                       |                  |
|----------|---------------------------------------|------------------|
| Line No. | 1, Frontier Route, to be constructed, | ..... 292 miles. |
| "        | 3, " "                                | ..... 301 "      |
| "        | 2, " "                                | ..... 305 "      |
| "        | 8, Central Route,                     | ..... 307 "      |
| "        | 9, " "                                | ..... 313 "      |
| "        | 11, " "                               | ..... 323 "      |
| "        | 4, " "                                | ..... 326 "      |
| "        | 10, " "                               | ..... 326 "      |
| "        | 5, " "                                | ..... 328 "      |
| "        | 12, " "                               | ..... 329 "      |
| "        | 6, " "                                | ..... 343 "      |
| "        | 7, " "                                | ..... 349 "      |
| "        | 14, Bay Chaleurs Route,               | ..... 377 "      |
| "        | 13, " "                               | ..... 387 "      |
| "        | 15, " "                               | ..... 390 "      |

Comparing the distances from *River du Loup to Halifax*, and including the length of Railway already constructed, the table shows that the several lines stand in the following order:—

|          |                         |               |            |
|----------|-------------------------|---------------|------------|
| Line No. | 10, Central Route,      | total length, | 496 miles. |
| "        | 9, "                    | "             | 502 "      |
| "        | 12, "                   | "             | 518 "      |
| "        | 8, "                    | "             | 536 "      |
| "        | 7, "                    | "             | 538 "      |
| "        | 14, Bay Chaleurs Route, | "             | 547 "      |
| "        | 11, Central Route,      | "             | 552 "      |
| "        | 15, "                   | "             | 560 "      |
| "        | 3, Frontier Route,      | "             | 567 "      |
| "        | 6, Central Route,       | "             | 572 "      |
| "        | 1, Frontier Route,      | "             | 585 "      |
| "        | 4, Central Route,       | "             | 592 "      |
| "        | 5, "                    | "             | 594 "      |
| "        | 2, Frontier Route,      | "             | 616 "      |
| "        | 13, Bay Chaleurs Route, | "             | 616 "      |

Comparing again the distance to Halifax, having in view simply the length of Railway yet to be built, the several lines would stand as follows:—

|          |                         |                   |            |
|----------|-------------------------|-------------------|------------|
| Line No. | 1, Frontier Route,      | to be constructed | 401 miles. |
| "        | 3, "                    | "                 | 410 "      |
| "        | 2, "                    | "                 | 414 "      |
| "        | 8, Central Route,       | "                 | 416 "      |
| "        | 9, "                    | "                 | 422 "      |
| "        | 11, "                   | "                 | 432 "      |
| "        | 10, "                   | "                 | 435 "      |
| "        | 4, "                    | "                 | 435 "      |
| "        | 12, "                   | "                 | 438 "      |
| "        | 6, "                    | "                 | 452 "      |
| "        | 7, "                    | "                 | 458 "      |
| "        | 14, Bay Chaleurs Route, | "                 | 486 "      |
| "        | 13, "                   | "                 | 496 "      |
| "        | 15, "                   | "                 | 499 "      |

From the foregoing the following deductions may be drawn:—

*Line No. 3* is the shortest Frontier Route to *St. John*; its total length is 301 miles, the whole of which is yet to be built. By this line the total distance to Halifax is 567 miles, of which 157 miles are constructed, leaving 410 miles yet to be made.

*Line No. 4* is the shortest Central Route to *St. John*; its total length is 326 miles, the whole of which has to be made. By this line the distance to Halifax is 592 miles, of which 157 miles are built, leaving 435 miles to be constructed.

*Line No. 13* is the shortest Bay Chaleurs Route to *St. John*; its total length is 424 miles, of which 37 miles are constructed, leaving 387 miles to be made. By this line the total distance to Halifax is 616 miles, of which 120 miles are already made, leaving 496 miles to be built.

*Line No. 3* is the shortest Frontier Route to *Halifax* as well as to *St. John*, the distances are already given.

*Line No. 10* is the shortest Central Route to *Halifax*; the total distance by it is 496 miles, of which 61 miles are built, leaving to be built 435 miles.

The total distance to *St. John* by line No. 10 is 422 miles, of which 96 miles are built, leaving to be constructed 326 miles.

*Line No. 14* is the shortest Bay Chaleurs Route to *Halifax*; its total length is 547 miles, of which 61 miles are constructed, leaving 486 miles to be made. By this line the total distance to *St. John* is 473 miles, of which 96 miles are built, leaving 377 miles yet to be constructed.

The shortest of all the lines to *St. John* is No. 3, Frontier Route.

The shortest of all the lines to *Halifax* is No. 10, Central Route.

*Line No. 3* requires the construction of 25 miles less than *No. 10*, to connect River du Loup with both *St. John* and *Halifax*; but the total distance to *Halifax* by *line No. 3* is 71 miles greater than by *line No. 10*, whilst the total distance to *St. John* by *line No. 10* is 121 miles greater than by *line No. 3*.

The shortest route from River du Loup to the Atlantic Sea Board, on British Territory is by *line No. 1 to St. Andrews*.

The total distance to *St. Andrews* by this line is estimated at 277 miles, of which 67 miles are constructed, leaving only 210 miles to be built.

The total distance to *St. John* by *line No. 1* is 319 miles, of which 292 miles require to be made.

The total distance to *Halifax* by *line No. 1* is 585 miles, of which 401 miles require to be built.

#### DISTANCE FROM THE FRONTIER.

I shall now, in accordance with my instructions, proceed to give the distances of the several lines from the Frontier of the United States.

*Line No. 1* runs immediately along the boundary line for a distance of about 40 miles; and for a further distance of about 80 miles it ranges from three to twelve miles from the Frontier.

*Line No. 2* almost touches the boundary of Maine at two points; one about ten miles northerly from Woodstock, the other between *St. Bazil* and *Little Falls*. For a distance of 120 miles this line will average not more than eight miles from the boundary.

*Line No. 3* runs along the boundary of Maine for about 40 miles, and then gradually diverges from it.

*Line No. 4*, for a distance of twenty or thirty miles, is within 13 miles of the boundary line.

*Lines Nos. 5, 6 and 7* are generally not nearer to the boundary line than the minimum distance between the Grand Trunk Railway and the northern Frontier of Maine; this distance, in a direct line, is from 27 to 28 miles. At one point *lines Nos. 5, 6 and 7* are within this distance, but it is believed that at this point the distance may be increased in making a location survey. *Line No. 5* runs from *Fredericton* to the City of *St. John* on the westerly side of the *St. John River*. *Lines Nos. 6 and 7* do not cross the river.

*Lines Nos. 8, 9 and 10* are each, only at one point, within 27 miles of the boundary line; throughout the remainder of their course they are at a greater distance from it.

*Lines Nos. 11 and 12* are each about 30 miles from the boundary line at the nearest point, for the rest of the way they are at a much greater distance from it.

*Lines Nos. 13, 14 and 15* are each nearer the boundary line at *River du Loup* than at any other point, and as they run by the *Bay Chaleurs*, they are generally at an extreme distance from the Frontier of Maine.

#### COMMERCIAL ADVANTAGES OF DIFFERENT ROUTES.

The next topic upon which I am required under my instructions to report, is the comparative advantages of the various routes embraced in the survey, in a commercial point of view. In approaching this subject I must confess my entire inability to discuss it satisfactorily. My time has been so wholly taken up with matters purely connected with the survey, during the short period which has elapsed since it commenced, that I have not been able to give this most important question the attention which it justly demands. In my desire, therefore, to carry out the instructions of the Government, I can only submit the imperfect impressions which I have formed on this branch of the enquiry.

It would be needless to attempt a comparison of the commercial merits of each of the fifteen separate lines and combinations of lines herein alluded to; it will probably be sufficient to deal with them generally, as *Frontier*, *Central* and *Bay Chaleurs* Routes. The Nova Scotia Division of the Survey, being common to all routes through *New Brunswick*, will not be embraced in the comparison; and the military objections to the *Frontier* lines,

or to any of the lines, will, for the present, be disregarded. The question of "Local" and "Through Traffic" will be considered separately.

#### LOCAL TRAFFIC.

The valley of the River St. John is generally well settled from the Bay of Fundy to Little Falls, where the Temiscouata Portage to River du Loup (about 75 miles in length) begins.

The lumbering operations of New Brunswick are now carried on chiefly on the upper waters of the River St. John; and the supplies for the lumbermen, which are not produced in the locality, are now, in a great measure, brought from the United States by water to the City of St. John, and thence up the river. A railway from River du Loup, through this section, would enable provisions for consumption in the lumbering districts, not only of New Brunswick but also of Maine, to be brought in direct from Canada, and thus greatly tend to develop the industry and resources of these regions. At the present time Canadian flour may be seen within sixty miles of the St. Lawrence, after having been transported, in the first place to New York or Portland, then shipped to St. John and floated up the river in steamers and flat boats. This trade would manifestly be changed by the construction of the Intercolonial Railway, on a Frontier Route, to the advantage of the lumbering interests; and the traffic resulting therefrom, would form an item in the revenue of the contemplated work. It is said that as much as 80,000 barrels of flour, pork and other merchandize are annually imported to the valley of the River St. John, north of Woodstock; and that the population of this district, including the Aroostook lumbering country in the State of Maine, is estimated at 40,000.

A Central Route will have the least population to accommodate immediately along the line; indeed between the Miramichi and St. Lawrence there is but one settlement, which consists of a few families on the Tobique River. By opening roads, however, to the east and west, the county of Restigouche and the valley of the St. John would be easily reached and a considerable portion of the trade of these sections brought within the influence of the railway. A line through the centre of New Brunswick would take the supplies for the lumbering trade, and would rapidly settle up the large tracts of cultivable land in this district. A railway so situated would, as a line of communication, have similar effects on the trade and progress of New Brunswick as the River St. John has had, with this additional advantage, it would be open all the year instead of half of it.

In much less time, it is believed, than has been occupied in settling and improving the lands which nature made accessible by the river, would the artificial means of communication result in populating the interior of the country through the greater part of its length; and thus develop and foster a traffic which does not now exist.

A railway constructed by the Bay Chaleurs would pass through a country already in part settled; and it would be of the greatest importance to Campbelltown, Dalhousie, Bathurst, Chatham and other towns and villages on the Gulf shore. Compared with the Central and Frontier Routes it would not perhaps to the same extent serve the lumbering interests of New Brunswick; nor would it reclaim as much wild land, although there are large sections even on this route said to be capable of cultivation, yet lying wild.

A proper judgment of the local traffic at present existing may, perhaps, best be formed by comparing the population along each route.

The population in the section of country through which a Frontier line would pass, embracing the whole of the counties of Victoria, Carleton, York and one-half of Sunbury and Queens, is, according to the last census, 51,175; to which may be added 20,000 for the northern and eastern parts of Maine, which adjoins New Brunswick, and which would be accommodated by a railway running along its border. If to the above we add the population on the Temiscouata Portage, and a per centage for natural increase since the last census was taken, we shall have a population of over 80,000 in the district which would be served by a Frontier Route.

The population in the district affected by the Central Routes, is chiefly confined to the section south of the Miramichi, and may be estimated at one-half of the Counties of Queens, Sunbury and York, amounting to 21,404; to this may be added the whole of the counties of Victoria and Restigouche, 12,575, and a portion of the north-easterly part of Maine, making in all a population of perhaps 40,000, not all directly, but all in some degree accommodated by the construction of a Central line.



A line by the Bay Chaleurs would pass through the counties of Kent, Northumberland, Gloucester and Restigouche, in New Brunswick, as well as Bonaventure and Rimouski in Canada. The population of these six counties amounted to 88,541 when the last census was taken; a limited portion of the county of Gaspé and the natural increase may make the whole population over 90,000.

From the above data, the average number of inhabitants for each mile of railway by the different routes would be nearly as follows:—

|                          |     |                      |
|--------------------------|-----|----------------------|
| A Frontier line.....     | 260 | per mile of railway. |
| A Central ".....         | 122 | " "                  |
| A Bay Chaleurs line..... | 235 | " "                  |

With regard to local traffic, therefore, it would appear from the above that the railway would receive the largest proportion if constructed on a Frontier Route, and least if constructed on a Central Route.

Taking population as the basis of computation of local traffic, the average per mile in the country between the River du Loup and the northerly boundary of Nova Scotia, on the completion of the Intercolonial Railway, would, compared with that of Canada and the United States, be in the following ratio, nearly:—The whole of New Brunswick and that part of Canada east of the River du Loup, 534 per mile of railway (proposed).

The whole of Canada ..... 1330 " " (constructed).

The whole of the United States, about... 1000 " " " "

This may give some idea, although perhaps an imperfect one, of the comparative value of the local traffic which may reasonably be expected on the opening of a line of railway through the country.

#### THROUGH FREIGHT TRAFFIC.

A distinction must necessarily be drawn between "through freight" and "through passenger" traffic; as the former will naturally seek the nearest channel to an open Atlantic port, while passengers for Europe will generally take the route by which they can reach their destination soonest, and that may not be by the line which leads to the nearest harbour.

The ports of Montreal and Quebec, when open to sea-going vessels, are undoubtedly the most convenient for the shipment of heavy freight from Canada to Europe; but these are periodically closed during the winter season, and are therefore unavailable for over five months in the year.

By the projected lines for the Intercolonial Railway, St. Andrews and St. John, on the Bay of Fundy, are the nearest open winter ports to Canada, within British territory, and they would, therefore, be the most available outlets for Canadian produce while other nearer ports remain closed.

At the present time Canadian produce may be shipped during winter, without restrictions, at United States ports; and in the event of the existing treaty arrangement being continued, it would become a question whether United States ports on the Atlantic seaboard, or British ports on the Bay of Fundy, were the easiest reached during the winter months.

The nearest United States port to Toronto is New York, the nearest to Montreal is Portland, and the shortest distances between the several ports referred to are as follows:

|                                        |     |        |
|----------------------------------------|-----|--------|
| From Toronto to New York direct .....  | 540 | miles. |
| " to St. Andrews by River du Loup..... | 889 | "      |
| " to St. John by River du Loup.....    | 913 | "      |
| From Montreal to Portland direct.....  | 297 | "      |
| " to St. Andrews by River du Loup..... | 559 | "      |
| " to St. John by River du Loup.....    | 583 | "      |

It is evident, therefore, from the favorable position of New York and Portland, that they will continue to be the most convenient winter outlets for Canadian freight, so long as the Government of the United States abstains placing restrictions on Canadian commerce.

In the event, however, of Canadian traffic being prevented from passing through the United States, the Intercolonial Railway would carry during winter, all the freight to and from the seaboard which would bear the cost of transportation; and as the cost would, to a

great extent, depend on the length of railway to be passed over, it would be of considerable importance to have the shortest and most favorable line, selected, to the best and nearest port on the Bay of Fundy; and therefore, with respect to the "through freight" traffic, the frontier lines are entitled to the preference, and next to them some of the central lines.

As the probable "Through freight traffic" depends on so many contingencies, it is impossible to form any proper estimate of its value: but of this we may rest satisfied, if the construction of the Intercolonial Railway, by opening out an independent outlet to the ocean, prove instrumental in keeping down the barriers to Canadian trade which our neighbours have the power to erect, it might, in this respect alone be considered of the highest commercial advantage to Canada. It is scarcely likely that the people of the United States, would permanently allow themselves to place restrictions on Canadian traffic, when they discovered that by so doing they were simply driving away trade from themselves; and in this view the contemplated Railway may fairly be considered, especially by the people of that part of Canada west of Montreal, of the greatest value to them when least employed in the transportation of produce to the seaboard.

#### THROUGH PASSENGER TRAFFIC.

The spacious Harbour of Halifax, open at all seasons of the year, is universally admitted to be in every respect suitable for the Terminus of the Intercolonial Railway. And here it is supposed that passengers for Europe would embark, in preference to other points from which Ocean Steamers at present take their departure.

Halifax is 550 miles nearer Liverpool than New York; 357 miles nearer than Boston; 373 nearer than Quebec, and 316 miles nearer than Portland. And doubtless the shortening of the ocean passage by these distances would, to many travellers, be a great object, if proper facilities for reaching Halifax were provided.

The construction of the Intercolonial Railway would enable Canadian Passengers to reach Halifax easily. And on its completion the mail steamers would no doubt run from Halifax in place of Quebec or Portland. New York passengers, on the other hand, could scarcely be tempted to go round by Montreal and River du Loup to Halifax, a distance of nearly 1200 miles, in order to save 550 miles by water. The advantages of a shorter Ocean passage are, however, considered so great by the people of the United States, that a Railway to reach Halifax, by the shortest line would soon be established, more especially when the construction of the Intercolonial Railway would connect St. John with Halifax, by way of Moncton and Truro, and leave only the link between St. John and Bangor to be built. Bangor is the extreme easterly extension, as yet, of the American system of railways. The distance thence to St. John by the route contemplated, and in part surveyed, is estimated at 200 miles. The construction of this link is most warmly advocated in the State of Maine and in the Province of New Brunswick; already, public aid from both countries has been offered to secure its construction, and the influences and agencies at work will, I am convinced, be instrumental in finishing this line of communication at no distant day—perhaps simultaneously with, or possibly before, the completion of the Intercolonial Railway.

It would obviously be unwise, therefore, to overlook this projected route in forming estimates of probable traffic on the Intercolonial line.

The United States route by Bangor would intersect the Grand Trunk Railway at Danville Station, 28 miles out of Portland, and thus form an unbroken railway connection, having the same width of track from Halifax to Montreal and all other parts of Canada. The distance from Halifax to Montreal by this route is estimated at 846 miles, while the distance by the Frontier and Central lines, which form the shortest connection between Canada and the Bay of Fundy, embracing lines Nos. 1 to 6, averages 871 miles in length. Thus, it is evident that the passenger traffic of the Intercolonial may, on any of these lines being constructed, be tapped near its root, and much of it drawn away.

Under these circumstances, it is too apparent that the Intercolonial Railway may find in the United States route, a formidable rival for Canadian passenger traffic, to and from Europe, by way of Halifax.

Fortunately, with a view to counteract this difficulty, a line by the Bay Chaleurs would offer special advantages, which may here be noticed.

The Chart which accompanies this will show that the entrance to the Bay Chaleurs

is so situated, geographically, that while it is about as near Europe as the entrance to Halifax Harbour, it is, at the same time, several hundred miles nearer Montreal and all points west of that city.

Some of the projected lines of Railway touch the Bay Chaleurs at Dalhousie and at Bathurst; the latter place is not admitted to be suitable for the purposes of steam navigation, and the former, although in possession of a fine sheet of water, well sheltered and accessible at all conditions of the tide, is, nevertheless, from its position at the extreme westerly end of the Bay, farther inland than might be wished. In order to reduce the steamship passage to a minimum, it is desirable to have the point of embarkation as far easterly as possible, and therefore the existence of a commodious harbour near the entrance of the Bay is of no little importance. A place named Shippigan, on the southerly side of the entrance of the Bay Chaleurs, appears to have many of the requisites of a good harbour. It is thus spoken of in the reports on the Sea and River Fisheries of New Brunswick,\* published under the authority of the Legislature of that Province.

“GREAT SHIPPIGAN HARBOUR.

“This spacious harbour is formed between Shippigan and Pooksoudie Islands and the main land. It comprises three large and commodious harbours: first, the great inlet of Amqui, in Shippigan Island, the depth of water into which is from four to six fathoms; second, the extensive and well-sheltered sheet of water, called St. Simon’s Inlet, the channel leading to which, between Pookseudie Island and the main, is one mile in width, with seven fathoms water from side to side.

“The principal entrance from the Bay Chaleurs has not less than five fathoms on the bar, inside which, within the harbour, there are six and seven fathoms, up to the usual loading place in front of Messrs. Moore and Harding’s steam saw mill at the village; from thence to the gully there is about three fathoms of water only. Vessels within the Harbour of Shippigan have good anchorage, are quiet safe with every wind, and can load in the strongest gale. The rise and fall of the tide is about seven feet.

“The noble haven called St. Simon’s Inlet, the shores of which are almost wholly unsettled and in a wilderness state, runs several miles into the land, maintaining a good depth of water almost to its western extremity.”

Duncan McNeil, an old pilot, frequently employed on the Government steamers when calling at New Brunswick ports, describes Shippigan as a good harbour, with plenty of water, regular soundings and tough blue clay-holding ground, indeed where vessels would be perfectly secure in any storm. He says that he could take a ship of heavy draught into it in any weather, by night or by day; that in dirty or dark weather he would go entirely by the lead.

Others describe Shippigan Harbour as unobjectionable. The Admiralty Chart seems to agree in the main with the descriptions above given; it shows that the area of the basin, embracing only the water over the three-fathom line at low tide, is about two and a half square miles; a sheet about double the size of Halifax Harbour between St. George Island and the narrows to Bedford Basin. The only objectionable feature seems to be the channel at the entrance, which is about three miles long, to the basin, a little crooked, and at present without leading marks; it is, however, about half a mile in width, free from all obstructions, the depth varying from five to nine fathoms at low water. There is good warning by the lead in the channel and the approaches to it.

It would appear from the above, therefore, that Shippigan Sound presents a favorable opportunity for forming a traffic connection between the Intercolonial Railway and Ocean Steamers.

A comparison of distances will now show the importance of Shippigan, in connection with the contemplated Railway:

DISTANCE TO LIVERPOOL.

|                                   | Miles. |
|-----------------------------------|--------|
| From Halifax, by Cape Race.....   | 2466   |
| From Shippigan, by Cape Race..... | 2493   |
| From Shippigan, by Belleisle..... | 2318   |

|                                                      |     |
|------------------------------------------------------|-----|
| Difference against Shippigan, by Cape Race.....      | 27  |
| Difference in favor of Shippigan, by Belleisle ..... | 148 |

\*By Mr. H. Perley, late Her Majesty’s Emigration, and latterly Fishery Commissioner.

| DISTANCE TO QUEBEC.                                                                                                                   |                                                                              | Miles. |
|---------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|--------|
| From Halifax, by Bangor and Danville.....                                                                                             |                                                                              | 865    |
| From Halifax, by Bay Chaleurs route.....                                                                                              |                                                                              | 685    |
| From Shippigan, by Bay Chaleurs route.....                                                                                            |                                                                              | 419    |
|                                                                                                                                       | Difference against Halifax by Intercolonial line.....                        | 266    |
|                                                                                                                                       | Difference against Halifax by United States line.....                        | 446    |
| DISTANCE TO MONTREAL.                                                                                                                 |                                                                              |        |
| From Halifax, by Bangor and Danville.....                                                                                             |                                                                              | 846    |
| From Shippigan, by Intercolonial route.....                                                                                           |                                                                              | 575    |
|                                                                                                                                       | Difference against United States route.....                                  | 271    |
| DISTANCE TO TORONTO.                                                                                                                  |                                                                              |        |
| From Halifax, by Bangor and Portland, Boston, Albany and Niagara Falls..                                                              |                                                                              | 1300   |
| From Shippigan, by Intercolonial line and Canadian railways.....                                                                      |                                                                              | 906    |
|                                                                                                                                       | Difference against United States routes.....                                 | 304    |
| DISTANCE TO BUFFALO.                                                                                                                  |                                                                              |        |
| From Halifax, to Bangor, Portland, Boston and Albany.....                                                                             |                                                                              | 1210   |
| From Shippigan, by Intercolonial and Grand Trunk to Toronto, and by<br>Great Western to Niagara Falls and Buffalo.....                |                                                                              | 1012   |
|                                                                                                                                       | Difference in favor of Intercolonial and Canadian routes.....                | 198    |
| DISTANCE TO DETROIT.                                                                                                                  |                                                                              |        |
| From Halifax, by Bangor, Portland, Boston, Albany, Buffalo and Cleveland                                                              |                                                                              | 1572   |
| From Halifax, by Bangor, Portland, Boston, Albany, Niagara Falls and<br>Great Western Railway.....                                    |                                                                              | 1446   |
| From Shippigan, by Intercolonial and Grand Trunk Railways.....                                                                        |                                                                              | 1137   |
|                                                                                                                                       | Difference in favor of Shippigan and against United States route             | 435    |
|                                                                                                                                       | Difference against United States and Great Western.....                      | 309    |
| DISTANCE TO CHICAGO.                                                                                                                  |                                                                              |        |
| From Halifax, by Bangor, Portland, Boston, Albany, Buffalo, Cleveland<br>and Toledo.....                                              |                                                                              | 1748   |
| From Shippigan, by Intercolonial line, Montreal, Toronto and Detroit.....                                                             |                                                                              | 1418   |
|                                                                                                                                       | Difference in favor of Shippigan and against United States route.            | 330    |
| DISTANCE TO ALBANY.                                                                                                                   |                                                                              |        |
| From Halifax, by Bangor, Portland and Boston.....                                                                                     |                                                                              | 912    |
| From Shippigan, by Intercolonial, River du Loup and Montreal.....                                                                     |                                                                              | 817    |
| From Shippigan, by Intercolonial (line No. 13) to Apohaqui, then by St.<br>John, Bangor, Portland and Boston.....                     |                                                                              | 879    |
|                                                                                                                                       | Difference in favor of Shippigan and Intercolonial by River du<br>Loup.....  | 95     |
|                                                                                                                                       | Difference in favor of Shippigan and Intercolonial Route by<br>Apohaqui..... | 33     |
| DISTANCE TO NEW YORK.                                                                                                                 |                                                                              |        |
| From Halifax, by Bangor, Portland and Boston.....                                                                                     |                                                                              | 943    |
| From Shippigan, by Intercolonial line to River du Loup, thence by Grand<br>Trunk to Sherbrooke and by Connecticut River Railway*..... |                                                                              | 327    |

\* This route will be complete on the construction of a railway now in progress, and some 30 miles in length, by the Massawippi Valley. This short railway will connect the Grand Trunk, south of Sherbrooke, with the Connecticut River line, and form a direct route to New York.

DISTANCE TO NEW YORK.—*Continued.*

|                                                                                                                  |     |
|------------------------------------------------------------------------------------------------------------------|-----|
| From Shippigan, by Intercolonial (line No. 13) to Apohaqui, thence by St. John, Bangor, Portland and Boston..... | 910 |
| Difference in favor of Shippigan and Intercolonial route by River du Loup.....                                   | 16  |
| Difference in favor of Shippigan and Intercolonial route by Apohaqui and St. John.....                           | 33  |

## DISTANCE TO ST. JOHN, N. B.

|                                       |     |
|---------------------------------------|-----|
| From Halifax, by Moncton.....         | 266 |
| From Shippigan, by Apohaqui.....      | 233 |
| Difference in favor of Shippigan..... | 33  |

The above comparisons show that while Shippigan is practically not farther from Liverpool than Halifax, Halifax is farther from the various places referred to, as follows:

|                                                                                 | Miles.  |
|---------------------------------------------------------------------------------|---------|
| From Quebec, by Intercolonial route.....                                        | 266     |
| From Quebec, by United States route.....                                        | 446     |
| From Montreal, and all parts west on the Grand Trunk, by the Intercolonial..... | 266     |
| From Montreal by the United States route.....                                   | 271     |
| From Toronto, " ".....                                                          | 394     |
| From Buffalo, " ".....                                                          | 198     |
| From Detroit, " ".....                                                          | 435     |
| From Detroit, by the United States and the Great Western Railway.....           | 309     |
| From Chicago, by the United States.....                                         | 330     |
| From Albany, " ".....                                                           | 95      |
| From New York " ".....                                                          | 16 & 33 |

The above distances also show that Shippigan is 33 miles nearer St. John, N. B., Portland, Boston, New York and every point west, by the Intercolonial line to Apohaqui, than Halifax is by the shortest possible route now contemplated.

It is obvious, therefore, that the adoption of Shippigan as the point of connection with Ocean steamers would not only neutralize the danger to be feared from the rivalry of the Bangor extension, but it would constitute this line, as far as it could bring traffic, a feeder to the Intercolonial Railway from the south. It is clear, too, that the extremely favorable position of Shippigan, in relation to the whole of New Brunswick and Canada, as well as to all points in the Western States, bordering on, and west of the Great Lakes, would prove most beneficial to the Intercolonial Railway, in securing to it a very large share of "Through Passenger Traffic."

It is true that this port on the Bay Chaleurs could only be used probably during seven or eight months in the year, as the Gulf of St. Lawrence cannot be considered navigable during the winter season. But the great majority of passengers, including emigrants, travel during the summer, the Intercolonial Railway would be situated in a most favorable position for carrying them. It would also, without doubt, have a reasonable chance of securing the transportation of the great bulk of European Mail matter, as well as all descriptions of light Express freight, which usually seeks a rapid means as transit. During a great part of winter Halifax would be the point of connection between the steamers and the proposed railway; then the latter would unavoidably enter into competition with the United States lines.

There is this objection to the selection of Shippigan as the port of call for Ocean steamers,—it would involve the construction of 45 miles of additional railway. This is not, however, at present indispensable, as Dalhousie could be advantageously used, until circumstances justified the building of a branch from the main line to Shippigan.

The touching at this port on the Gulf would probably result, eventually, in other special advantages, national as well as commercial, the nature of which are more particularly referred to in the Appendix (F).

In summing up the foregoing, it is obvious that, as far as I am capable of judging, the comparative advantages of the various routes may thus be stated:

A *Frontier Route* would accommodate the largest amount of "Local" traffic, and in the highest degree would serve the purpose of Canada in winter as an outlet for heavy "THROUGH FREIGHT."

A *Central Route* would, next to a Frontier line, be the best for the transportation of "THROUGH FREIGHT," and, as a means of colonizing the country and developing its natural resources, would stand in the first position.

A *Bay Chaleurs Route* would best secure the largest European "Passenger Traffic," the carriage of *Mail matter* and *Express Freight*, and, next to a Frontier line, would accommodate the greatest amount of "Local" traffic.

Before it can be decided which of these advantages preponderate, and which route is entitled to the preference, the whole subject ought to be carefully and deliberately weighed in all its bearings. I am not, however, called upon to decide this point, and therefore I refrain from expressing an opinion. Indeed, I may add, that the foregoing observations are submitted, with no little hesitation and reluctance, in consequence of the sectional difficulties, which, without doubt, surround this branch of the subject. I could not, however, avoid reference to the commercial merits of the several routes, without disregarding my instructions; and in endeavoring to comply with the wishes of the Government,\* it was impossible for me to overlook the main points, which above are imperfectly presented.

#### CLIMATIC DIFFICULTIES.

Experience has shown that the climate of British North America has a peculiar effect on the works of construction of Railways, as well as on the degree of facility with which they may be maintained and operated after completion,—and as the remedies which may be applied to guard against and counteract the unfavorable influences of climate, to a considerable extent affect the expenditure on construction, I shall, before entering on the consideration of the probable cost of the proposed undertaking, allude briefly to this subject.

The frost in these Provinces is in winter very severe. It penetrates the ground where denuded of snow to a depth of several feet, sometimes it is said, in extreme cases, to as much as three and four feet. On exposed points such as the slopes of cuttings and embankments, the snow is sometimes drifted away by the wind, and on the rail track it has always to be removed by artificial means to allow the passage of trains. At such points where the surface is unprotected by a covering of snow, the frost has a free opportunity to penetrate; and if, owing to the springy and spongy nature of the soil, water is retained in such places, the effects of freezing and thawing are frequently very damaging.

Embankments made of certain kinds of earth whilst fresh and loose, naturally take up and hold a good deal of the rain-fall of autumn, which is frozen solid during the ensuing winters; they are in consequence exposed to trials when the thaws of spring set in, and frequently considerable outlay is required to restore them to their original and proper shape. It is desirable, therefore, that these sources of outlay should be anticipated and sufficient provision made for them in the first instance. Unless this be done, disappointment at the excessive cost of maintenance of the works will inevitably arise; and however faithfully the parties engaged in the construction may have endeavored to execute their duties, they will be exposed to reflection of an unsatisfactory nature, whilst the causes for such dissatisfaction, instead of being due to negligence or unskillfulness may be solely due to climatic influences. It is essential therefore that provision should be made for expenses of this character until the earth works attain that solidity and sufficient degree of imperviousness which time alone can give them.

The first and second winters, with the thaws of the following springs, are the most trying on new embankments, but after the third year there is ordinarily little or no difficulty or expense.

Cuttings through wet springy soils are not so soon rendered firm and stable. Year after year on the breaking up of winter, the fresh thawed soil will frequently be in a semi-fluid state, and in this condition will flow into the ditches, sometimes across the bottom of the "cut," covering in "slurry" the ballast, ties and rails. This is a yearly occurrence in

\*Letter of the Honorable the Provincial Secretary, Quebec, 7th May, 1864.

many of the cuttings on the existing Railways in Nova Scotia, and it is no doubt due to the peculiarity of soil and climate here alluded to.

The road bed itself, even when moderately well ballasted, is often greatly disturbed by the effects of freezing and thawing, and the track is thrown thereby out of its uniform level, producing an irregularity of surface alike damaging to the rails, rail-fastenings and rolling stock. It is impossible, moreover, with the track in this condition, to maintain the speed of trains with a due regard to safety. These effects on the road bed and track are not confined to cuttings, for they are sometimes witnessed on level sections of country; but they are invariably attributable to the undue presence of water in the soil, within the frost limit. Ditching to some extent obviates this difficulty, but as usually practised in this country, it is not a complete remedy for these evils; true it has the effect of taking off the water from the surface, but it does not remove that which lies under the surface, and which, when acted upon by frost, is equally damaging. I am satisfied that in this latitude not only must the surface water be removed, but that, for the permanent benefit of the Railway, the sub-soil must be kept dry by a system of thorough under-draining. By such a system it is proposed to remove all springs or standing water as well as all soakage from the surface for a depth which exceeds the extreme frost limit; and thus it is believed an effectual remedy will be provided for this particular climatic difficulty and render the slopes of cuttings and the road bed permanently dry and solid.

In all works of masonry, in contact with the earth, care must necessarily be taken to guard against the expansive power of frost; and in the construction of bridges over rivers subject to heavy freshets and flows of ice, more than ordinary precautions must be taken to insure the stability of the structures.

The climate of this country requires that to operate the line efficiently, the utmost care must be taken to insure an abundant supply of water for the engines, not liable to be frozen up during the winter months; without which it will be impossible to operate the line of Railway satisfactorily. The provision of an efficient frost proof water-service may therefore be considered indispensable.

But the chief climatic difficulty to contend with on the route of the proposed railway is *snow*; to obviate this difficulty is a question of the utmost importance, as upon it mainly depends the value of the Intercolonial Railway as a winter means of communication. The snow-fall along the route of the Intercolonial Railway, according to information received, is very variable. In Nova Scotia and the southern part of New Brunswick, as a general rule it would appear that the snow does not remain on the ground to a greater depth than it ordinarily does in Upper Canada. Probably, however, the snow-fall, although in the aggregate fully greater than in Upper Canada, is more variable than in that Province. Heavy falls of snow are frequently followed by sudden thaws in Nova Scotia, so that the ground is left in certain districts, comparatively bare; at other times and places the snow will remain to a considerable depth.

In the central and northern parts of New Brunswick, and northerly to the St. Lawrence, the snow invariably remains on the ground from the beginning to the end of winter. The average depth in the woods where it is not affected by drifting, will range from three to four feet; occasionally, I am told it will reach as much as five feet, sometimes even a greater depth, but as these latter cases are not so well authenticated, I must treat them as exceptional.

In the winter of 1863-64, so far as my own observations go, the average depth was a little over three feet. During the present winter I believe it is about four feet,—that is to say in the woods. In the settlements the dry snow is constantly exposed to drifts and it frequently accumulates to very great depths; on meeting with obstructions it will be found deposited sometimes to twelve and fifteen feet in depth.

Snow drifts, where they happen to occur, are serious obstacles to Railway operations; they are found to be the cause of frequent interruptions to the regular running of trains, besides often the necessity of a heavy outlay. Every winter in Lower Canada the trains are delayed for days at a time on account of these drifts, the mails are in consequence stopped and traffic is seriously interfered with.

Experience goes to prove that these snow drifts only occur where the country is settled, and the surface denuded of its timber; in such places, what are termed "snow fences" have been erected along the railway lines, but these, besides being only temporary expe-

dients, do not always prevent the line of communication from being blocked up with snow. I am convinced that the only effectual method to prevent snow drifts is to follow the plan which nature herself suggests. *There are no drifts in the woods*; the standing timber prevents the snow from being moved by the wind after it falls. It seems, therefore, only necessary to leave a belt of woodland along the line of railway, where it passes through the forest, and to cultivate, through cleared districts, a second growth of spruce or balsam trees, to a width, along the railway route, sufficient to arrest the drifting snow on the outer side, at a safe distance beyond the limits of the line of traffic. With such provision I believe there would be nothing to fear from *drifts*, even in this high latitude, and it only remains to be considered how the *even* snow-falls ranging from three to five feet on the level may be dealt with.

Although five feet of snow is, perhaps, an extreme average depth, and not frequently occurring where drifts are not common, I consider it highly important, in order that communication may be kept up with satisfactory regularity at all seasons, to provide, if it be possible, for operating the road even when unusual snow-falls occur.

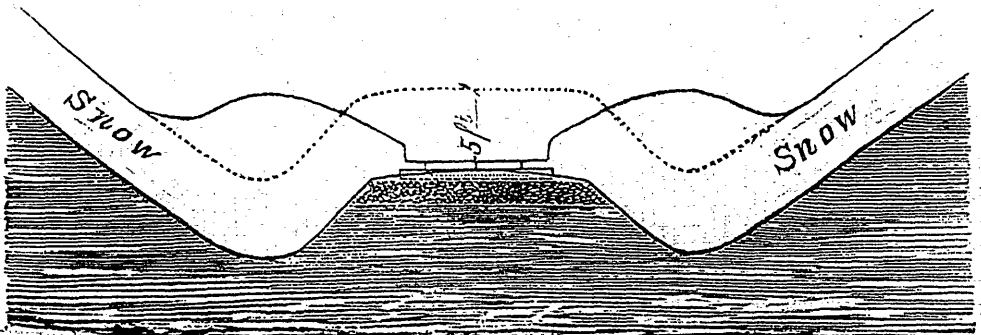
A depth of five feet of snow would, on railways as they are ordinarily made in this country, render it extremely difficult and expensive to operate them; long and narrow cuttings would become so completely blocked up that they could only be opened by a slow process of manual labor, and frequent delays and serious interruptions would be the consequences.

The true way to meet these difficulties, in my opinion, is to adopt a form of construction which will afford the readiest opportunity for the removal of the snow as it falls, by the help of steam power. A fall of snow on *an embankment* is easily removed; snow ploughs of a suitable construction attached to an engine, readily cast it to the right and left, and as there rarely falls a sufficient quantity in a single day to impede seriously the running of trains, there could be no great practical difficulty in keeping a line open for traffic if the railway track were placed on *an embankment* throughout its whole extent.

It is not possible, in a country like that between River du Loup and Truro, to find a line for a railway which would be free from cuttings; the surveys, indeed, indicate that some very heavy ones must be formed. It is, however, quite practicable with an increased outlay, to widen the cuttings and deepen the sides of them, so as to leave the rails elevated in the centre, in a manner shown in the accompanying sketch, and thus provide space sufficient within the slopes for the snow which the locomotives would throw off the rail track;—to form, as it were, a small embankment through the centre of each cutting. Thus, by contriving to have the rails sufficiently elevated above the ground along each side, in cuttings as well as elsewhere, it is believed that it would be quite practicable to keep open the proposed railway in winter at a moderate cost.

By adopting a plan of construction such as suggested, and the drifts prevented in the manner already referred to, I can see no reason why trains should not be run between River du Loup and Halifax, with a higher degree of regularity than on the Grand Trunk Railway east of Montreal.

The sketch is intended to show a cutting with a rail track raised in the centre to afford an opportunity for throwing the snow easily into the space provided for it at each side.





The snow is supposed to be five feet in perpendicular depth, the dotted line shows where its surface would be supposing the railway to have been closed all winter, and the full line shows where the snow would be deposited along the side, on being cast to the right and left from the rail track.

I see no other way of providing efficiently for the removal of the deep accumulation of snow which may be looked for in winter, particularly in the northern parts of the country, and therefore I consider it essential that a system of construction be adopted similar to that above described.

The increased width of cuttings required will of course have the effect of swelling out the expenditure on the undertaking in the first instance; but this I consider unavoidable, as upon the means which may be furnished for facilitating the removal of snow the regularity and consequent value of the Intercolonial Railway, as a winter communication, will mainly depend.

### THE ESTIMATE OF PROBABLE COST.

In submitting estimates of the probable cost of the contemplated undertaking, it is necessary to allude briefly to the nature of the various services on which expenditure will be required. I shall therefore proceed to consider them in the order in which they properly come, viz.:

1. *Engineering*, comprising all Exploratory, Preliminary and Locating Surveys. Designing, Inspecting and Superintending works;
2. *Right of Way and Fencing*;
3. *Clearing*;
4. *Permanent Cottages for Workmen*;
5. *Telegraph*;
6. *Grading and Bridging*, comprising all the main works of construction in forming the Road-bed;
7. *Superstructure*, embracing ballast, ties, rails and rail-fastenings, for main track and sidings;
8. *Station accommodation*, comprising all buildings and erections required for general traffic, for protection and repair of rolling stock, for wood and water services;
9. *Rolling Stock*;
10. *Contingencies*, including every possible expenditure directly connected with construction.

#### ENGINEERING.

The exploring, surveying and locating operations, indispensable to the establishment of an undertaking such as that proposed, precede all other services, and therefore the consideration of this branch of expenditure naturally comes first.

The surveys already made are not without their value, but a great deal has yet to be done before the location of any one line can be proceeded with. When it is considered that in a country so densely wooded as the one in question, where, in much of it, a person under ordinary circumstances can scarcely see over fifty yards around him in any direction except upwards, it will not be wondered at that the operation of determining in detail the best position for a line of Railway, is considered an exceedingly tedious and expensive matter.

In a level wooded country, or one with gently undulating slopes, it sometimes makes little difference in the cost of the work, or in the character of the gradients of a projected Railway, where the line is taken; and in such cases the first trial or random line through the woods, is not unfrequently adopted for the railway route with but slight modifications. In a country, however, whose features are characterized by great irregularities, and whose surface is covered with a dense vegetation, the information necessary to secure the best and least expensive location can only be acquired by a series of laborious measurements.

A great deal of exploratory work will yet be necessary before the Intercolonial Railway can be proceeded with. It is in the highest degree important that the country should be thoroughly known and the best engineering route for the railway fully and finally est-

tablished before works of construction are commenced. It is always true economy to expend money on efficient surveys, and in this particular case vast sums may be wasted by an opposite course. The country is of such a character, more particularly in the Central and Northern districts, that almost any amount of money may be expended on a careless location; whilst sufficient time and attention bestowed on these preparatory services, would eventually prevent waste, disappointment and discredit. I consider it essential that ample provision be made in the estimate, for all the Exploratory and Surveying services referred to, as well as for the employment of an efficient professional staff in designing and superintending the proper execution of the miscellaneous works incidental to Railway construction.

#### RIGHT OF WAY AND FENCING.

The Province of Nova Scotia has in the construction of her Railways, instituted a system worthy of imitation, so far at least as the mode of providing the land on which to build them is concerned. Whilst the Railways are admitted to be for the general public good, it is justly assumed that the immediate locality through which they pass derives greater benefits from their construction than remote districts of the Province.

On the principle therefore that those who get the benefits should bear the burdens, the Legislature of Nova Scotia has enacted, that the several Counties intersected by the Railway, shall provide the "Right of Way" and bear the expense of separating it from the adjoining lands.

Of course the land is not taken from the owners without compensation, but the settlement of this question is left with the local authorities, and the amount of compensation, together with the cost of erecting fences, added thereto, is paid out of County funds and met by assessment in the usual way.\*

This system is I believe readily acquiesced in by the people, those who do not happen to live in the counties through which the Railway passes, have no special "Right of Way" tax to pay; and those who have the tax to pay on account of their proximity to the line of Railway, consider themselves the most fortunate, as the trifling county charge is much more than counterbalanced by the great advantages secured.

In other respects the system adopted in Nova Scotia promises to result satisfactorily, the total expenditure on the Railway out of the Provincial Funds, will be reduced by the cost of land damages and fencing; and the parties connected with its construction will not be required to resist exorbitant claims too frequently made for alleged land damages and which the local authorities can best adjust; and thus antagonism between the people of the country and the Railway authorities will be avoided.

In the construction of the Intercolonial Railway there appears to be every reason why this system should be imitated, and I shall therefore in the estimate make no provision for the purchase of right of way, for land damages of any kind or for fencing. Of course neither one nor the other will be required in those sections where the line may be built through unsettled Government lands. In cultivated districts only will the proposed arrangement be requisite, and there it will have to be sanctioned by Legislative enactment.

#### CLEARING.

So soon as the preliminary and location surveys are completed, the clearing of the "right of way" may be proceeded with, on the line selected for the construction of the Railway.

The surveys will probably occupy the whole of the first year, but during this period it would be possible to complete the location of some sections earlier than others; in such sections the clearing might be proceeded with, and this work may in part also be continued during the following winter, and thus allow the work of excavation to be commenced on the opening of spring.

The clearing ought to be made to a width of not less than three chains or about 200 feet for a threefold object: 1st. To remove all danger from trees falling across the rail-track; 2nd. To reduce the chances of injury to the track or to passing trains by reason of

\* The money payable for such *lands and fencing* shall form a county charge, but in the apportionment of the assessment the sessions shall have respect to the relative benefits derived from the railway by the several sections of the country, and shall apportion the assessment accordingly. *Chap. 70, Sec. 24, Revised Statutes of Nova Scotia, 1864.*

fires raging in the woods, a contingency not uncommon and frequently very troublesome in dry summers; 3rd. To allow space for the springing up of a second growth of spruce and other trees along each side of the Railway, which in a few years would attain a sufficient size to act as a natural and permanent snow-fence, should the adjoining lands become cleared of their timber.

#### BUILDINGS FOR WORKMEN.

On the completion of the Railway a large number of men will permanently be required upon its future maintenance. These men with their families will require a considerable number of cottage dwellings and tool houses. Such buildings should be regarded as necessary appendages to the Railway, and when so considered it would greatly facilitate the works of construction to have them erected in the first instance, of a permanent and suitable character; by permanent I do not mean expensive; comfortable log houses, warmly built, like the farm houses in Lower Canada and elsewhere, would serve every purpose.

These buildings should be provided along the line at about every five miles distance and at points convenient to good water. They ought to be proceeded with so soon as the exact position of the line is determined; they would during construction be serviceable as Engineers' and Contractors' offices and also as storehouses and dwellings. The outlay on them need not be great, and I am satisfied it would be a profitable one.

#### A TELEGRAPH.

A Telegraph is now considered an indispensable adjunct to a Railway; it is essential to the proper and safe working of the line when completed, and therefore provision should be made in the estimate, for a fully appointed Telegraph, throughout the whole distance.

Only those who have been engaged in railway construction through districts remote from easy means of communication, will be able fully to appreciate the great advantages which would result from the possession of a line of telegraph, during the progress of works, through the roadless districts. A Telegraph, in all situations, is a convenience and a requisite of no little moment; but where ordinary means of communication do not exist, or exist only in the most primitive form, this modern and comparatively inexpensive means of conveying intelligence and directions would be doubly valuable. The importance of a Telegraph along the line of works during their progress would be so great that I am convinced its early erection would very favorably affect the expenditure on construction; and, as it must ultimately be provided, I would strongly recommend that it be furnished at the earliest practical period, so soon, in fact, as it is possible to have the route cleared of its standing timber.

#### BRIDGING AND GRADING.

The various services above referred to, may be considered as preparatory operations to the commencement of the main works of construction. Surveying the country and laying out the line are of course indispensable preliminaries. The right of way must necessarily be secured. The clearing of the land must precede the erection of the Telegraph, and to some extent, also, the building of the cottages for workmen herein proposed, it would also open up a way for the taking in of men and supplies. Each service in its proper order would facilitate that which follows, and all that have been mentioned would either necessarily precede the works of excavation, grading and bridging, or render them less difficult of execution and consequently in proportion less expensive.

All bridges are intended to be built of durable materials and in the most substantial manner. Wherever it is practicable to cross a stream on an earthen embankment with an arch culvert for the water way, this system is preferred; but in cases where the height of the roadway above the stream is not sufficient for the introduction of arches, open beam culverts having walls of good masonry must be substituted.

All openings of more than twenty feet span are intended to have wrought iron beams placed on substantial bridge masonry.

In establishing the Intercolonial Railway, I think it would be mistaken and dangerous economy to introduce the construction of any bridge structures except those of a permanent and substantial character; and in determining the size of culverts and water courses, it will be important not only to make full provision for the passage of freshet water at the present day, but also to have in view an increased occasional discharge in the future, on

account of the facilities for rapid drainage which the destruction of the forest and the cultivation of the land will afford.

With regard to the works of excavation and grading—for reasons already given, and mainly to facilitate the removal of snow from the track in winter, it is in contemplation to have the rails raised to a height, not usually adopted, above the adjoining surface of the ground. This will be more especially advisable throughout the northern portions of the country, where, in order to effect the object desired, it is proposed to avoid cuttings as much as possible; and when this cannot be accomplished, it is intended that the cuttings should be formed of sufficient width to afford space along each side of the track for the snow to be cast by snow-ploughs.

Without some such provision as that above referred to, it is feared the cuttings would frequently be choked up with snow, during the winter season.

The quantities of excavation already submitted, have been computed on the assumption that the cuttings will be made to an average width of 30 feet at formation level, and with side slopes of one and a half horizontal to one perpendicular. It is, however, proposed to vary this width in actual construction, increasing it to 34 or even to 36 feet at points where on a better knowledge of the country and climate it is found the greatest amount of snow generally falls; at the same time making a corresponding decrease in the width, where the snow-fall is known to be on the average light.

Embankments are intended to be 18 feet in width at formation level with side slope of  $1\frac{1}{2}$  horizontal to 1 perpendicular; wherever embankments are exposed to the currents of a stream, provision will be made for their protection by slope-walling.

In order to make the road-bed dry, firm and perfect, and also to reduce the difficulty and expense experienced in maintaining wet cuttings, it is proposed to adopt a system of thorough under-drainage, wherever the soil or sub-soil is at all wet.

#### THE SUPERSTRUCTURE.

Under this heading I shall embrace the ballast, the ties, the rails, and the rail-fastenings.

The ballast is a most important element in the construction of a Railway and upon it greatly depends the durability of the iron and the rolling stock. The best Railways, those which do the most business with the least outlay, are invariably found the best ballasted.

In many sections of the country between Truro and River du Loup, there are indications of abundance of material for ballast, but as quality is more important than quantity, although a sufficiency of the latter is essential, care should be taken to have the very best selected in the first instance, whatever it may cost. The estimate, which will shortly be submitted, provides for a quantity of 5,000 cubic yards per mile; this quantity is of good material, laid on a road-bed thoroughly drained, will, without doubt, make a good track, but less would scarcely be sufficient to accomplish the purposes of ballast, in a satisfactory manner.

The cross-ties will be of the usual dimensions, made flat on two sides, six inches thick and nine feet long. The different kinds of timber available in various sections of the country for the making of ties has already been referred to; the best which each locality can afford is intended to be employed.

With regard to the rails and their fastenings, I would recommend a rather heavier pattern than has commonly been employed in this country, with the "fish" or some equally good splice joint.

In the estimate, I have allowed for the rail weighing with the joint fastenings 70 lbs. per lineal yard; on a Railway such as the one proposed, with heavy grades, and as a consequence, heavy engines, I think this weight of rail, although costing more in the first place than a lighter one, will ultimately give greater satisfaction.

The joint fastenings are intended to be the most effective and reliable made, on account of the severity of the climate of this country.

The quality of the iron is of the utmost importance, and every care should be taken to secure the best manufactured. There is no economy in purchasing bad iron at a low price, as shipping, handling, transporting, laying and all other charges, are quite as much on inferior iron as on material of the best quality; besides which the durability of the one is so much

greater than the other, that even if the best should cost considerably more originally, it will be found the cheapest in the end.

In the estimate an allowance of ten per cent. on the whole mileage of the Railway is made for sidings. It is believed that this proportion will be sufficient for operating the line until the traffic greatly increases.

#### STATION ACCOMMODATION.

With regard to the Station accommodation and general Depôt services, I would, in submitting an estimate of this kind, prefer defining the number of stations and character of buildings which in my opinion would be required. But as the route itself is quite an open question, it is impossible to judge what may be necessary, and therefore, I can only include in the estimate a uniform mileage charge for these services.

I may remark, however, that I consider an efficient water service with commodious wood sheds, indispensable, and this should be the first thing looked to along the line.

With the exception of a few points where towns are touched and where proper accommodation must be provided, I can see no necessity for much expenditure on Station buildings. Whilst I would strongly recommend that the Railway proper, and everything immediately appertaining thereto, such as bridges, culverts, embankments, ballast, rails, &c., be made of the best materials and in the most substantial manner, so as to insure speed, safety and economy, in transit and maintenance; I think it would be unwise to expend money through the wilderness districts, in costly buildings, which for many years cannot be required.

If necessary let a fund be reserved for the purpose of being expended from time to time as required, and as traffic through the country gradually develops itself, but in the mean time, only a limited number of Station buildings, and these of the simplest character, need be erected.

Permanent establishments for the accommodation and repair of rolling stock are indispensable; they will consist of engine stables and workshops with machinery for repairs; they should be situated at such central and convenient points as may, on a full consideration of the advantages of each locality, be determined.

#### ROLLING STOCK.

It is difficult to form an estimate either of the kind or quantity of rolling stock likely to be required, as so much depends on the character of the traffic, and this again is in a great measure governed by the route which may ultimately be selected.

I think that the best course is to provide a moderate quantity of rolling stock, comprising cars suitable for the different kinds of traffic; together with a reserve fund to be expended as the nature of the traffic develops itself and as increased equipment becomes necessary.

The rolling stock which I consider may with propriety be furnished in the first place, is in the following proportions:—

|    |                                             |   |   |
|----|---------------------------------------------|---|---|
| 15 | Loc motives for every 100 miles of Railway. |   |   |
| 4  | Sleeping cars                               | " | " |
| 4  | First class passenger cars                  | " | " |
| 8  | Mail, baggage 2nd class cars                | " | " |
| 40 | Box freight cars                            | " | " |
| 80 | Platform cars                               | " | " |
| 20 | Hand cars                                   | " | " |

These of the best description, together with a sufficient number of snow ploughs, either fitted to, or separate from the engine, can be furnished for \$300,000, or at an average mileage cost of \$3,000.

#### CONTINGENCIES.

In order to provide fully for every expenditure, it will be necessary to embrace in the estimate an allowance for contingencies, for miscellaneous expenses, and also a reserve fund for increasing the rolling stock as well as the station accommodation.

There are various miscellaneous services which will be made a charge on the fund for contingencies, of which may be mentioned a telegraph, workmen's dwellings, road cross-

ings in settlements, printing, advertising, &c. The estimate would not be complete without embracing a fund for all these and other expenses incidental to construction. The allowance in the estimate does not, however, provide for interest, discount, commission or other charges on capital.

THE ESTIMATES.

Having described in general terms the nature of the services for which expenditure of capital will be required in the construction of the contemplated Intercolonial Railway, I shall now proceed to submit estimates of its probable cost. In doing so I may observe that considering the character of the survey no great pretensions to accuracy can reasonably be expected. At the same time I may add that the knowledge I have acquired of the country, by the recent examinations, induces me to believe that although the estimates are only approximations, yet they need not, under proper management, be exceeded.

There are certain services which do not altogether depend on the measurements made on the lines of survey; on estimating the cost of these I deem it best to consider them uniform mileage charges. They are as follows:

UNIFORM MILEAGE CHARGES.

|                                                                                                                                                                                           |             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 1. Clearing, grubbing, draining, &c.....                                                                                                                                                  | \$ 1,000 00 |
| 2. Superstructure, embracing ballast, 5,000 cubic yards, rails and joints, 70 lbs. per yard, spike, cross-ties, track-laying and an allowance of 10 per cent. additional for sidings..... | 10,500 00   |
| 3. Station accommodation.....                                                                                                                                                             | 1,000 00    |
| 4. Engineering, .....                                                                                                                                                                     | 1,500 00    |
| 5. Rolling stock.....                                                                                                                                                                     | 3,000 00    |
| 6. Contingencies, including miscellaneous services and reserve fund for extra rolling stock.....                                                                                          | 6,000 00    |

Total.....\$23,000 00

Producing a total mileage charge of \$23,000, which will be considered uniform throughout, and common to all lines.

In another place I have given the approximate quantities of excavation, masonry, iron, &c., required to complete the grading and bridging on various lines surveyed last summer.

I have computed these quantities at prices which I consider liberal and sufficient; the result is now embraced in the following estimates:

1. TRURO TO MONCTON, NOVA SCOTIA DIVISION OF THE SURVEY.

|                                                                                          |              |
|------------------------------------------------------------------------------------------|--------------|
| Uniform mileage charges above referred to, estimated 109 miles at \$23,000 per mile..... | \$ 2,507,000 |
| Bridging and grading, estimated from quantities deduced from exploratory survey.....     | 2,693,000    |
| Total estimate Truro and Moncton Division.....                                           | \$ 5,200,000 |

2. RIVER DU LOUP TO APOHAQUI, NEW BRUNSWICK AND CANADA DIVISION OF THE SURVEY.

|                                                                                      |              |
|--------------------------------------------------------------------------------------|--------------|
| Uniform mileage charges, 340 miles at \$23,000 per mile....                          | \$ 7,820,000 |
| Bridging and grading, estimated from quantities deduced from exploratory survey..... | 7,615,500    |
| Total estimate River du Loup to Apohaqui.....                                        | \$15,435,500 |

Grand Total.....\$20,635,500

This sum, \$20,635,500, is the estimate for the whole line by the route surveyed last summer, from River du Loup by way of the River Toledí, Green River and Gounamitz Valley, thence by Two Brooks, Wapskyhegan, the upper waters of the Miramichi and Nashwaak, by the Kedgwick Valley and St. John River to opposite Fredericton, thence by

the head of Grand Lake and Chowan's Gulch to Apohaqui Station. It embraces also the section from the New Brunswick Railway to Truro in Nova Scotia.

This total sum, divided by the length of line to be constructed, gives an average of very nearly \$46,000 per mile.

I have already mentioned that the cuttings have been estimated to a uniform width of 30 feet at formation level, and explained that in actual construction it will be advisable to vary this width, in proportion to the average snow-fall at different points; towards the north the width should be increased while towards the south it may be decreased.

These contemplated changes, although they need not affect the total cost of the whole line, will, of course, alter the proportion chargeable to each separate division, and thus the estimate for that part between Truro and Moncton, viz., \$5,200,000 may hereafter be found in excess.

#### THE MATAPEDIA DIVISION.

An estimate may similarly be formed of that portion of the Bay Chaleurs line, which was re-surveyed last summer, up the valley of the Matapedia, and in length 70 miles.

|                                                                                  |             |
|----------------------------------------------------------------------------------|-------------|
| Uniform mileage charges as already estimated, 70 miles at \$23,000 per mile..... | \$1,610,000 |
| Bridging and grading, estimated from quantities ascertained from survey.....     | 1,175,000   |
| Total.....                                                                       | \$2,785,000 |

The estimated cost of this 70-mile section is \$2,785,000, including a mileage proportion of all the charges necessary to complete the line and put it in operation. The average cost per mile of this section is, therefore, \$39,786, and as Major Robinson and Captain Blenderson considered it the most formidable portion of the whole route between Halifax and Quebec, it would probably give a maximum and safe estimate of the cost of the route to which they refer, by applying this rate per mile to the distance yet to be constructed. Taking this course we have \$19,853,214 as the total cost of the line between River du Loup and Truro. Less than this total sum may suffice, but until the surveys are extended to all points where difficulties may probably exist, I do not think it would be at all safe to estimate the cost of the Bay Chaleurs route (line No. 15) at a less sum than \$20,000,000.

With regard to the cost of the other lines mentioned in this Report, it is quite impossible for me, without further surveys, to judge, except by the simple rule of comparison. It has been shown that the average estimated cost per mile of the surveyed Central line, including all services and sufficient equipment, is very close on \$46,000; and it has also been inferred, from a careful survey 70 miles in length, in the Matapedia District, that a line by the Bay Chaleurs would cost \$39,786, or, in round numbers, \$40,000 per mile. We can only assume, therefore, until better data is furnished, that the other lines may cost an average rate per mile ranging from \$40,000 to \$46,000; it is even possible, judging from the knowledge I have acquired of the country, that some of the lines referred to may cost a higher rate per mile than the latter sum.

In concluding this Report, I desire to express my obligations to those gentlemen whom I selected to assist me in carrying on the surveys, but for the zeal and untiring energy which they at all times displayed, it would have been impossible for me to have completed so early and so easily the important service which the Government was pleased to place in my hands.

SANDFORD FLEMING,  
*Civil Engineer.*

## APPENDIX A.

## THE AGRICULTURAL CAPABILITIES OF NEW BRUNSWICK.

*From a Report by Professor James F. W. Johnston, F.R.S., &c.*

"Two very different impressions in regard to the Province of New Brunswick will be produced on the mind of the stranger, according as he contents himself with visiting the towns and inspecting the lands which lie along the seaboard, or ascends its rivers or penetrates by its numerous roads into the interior of its more central and northern counties.

"In the former case he will feel like the traveller who enters Sweden by the harbours of Stockholm and Gottenburg, or who sails among the rocks on the western coast of Norway. The naked cliffs or shelving shores of granite or other hardened rocks, and the unvarying pine forests, awaken in his mind ideas of hopeless desolation, and poverty and barrenness appear necessarily to dwell within the iron-bound shores. I have myself a vivid recollection of the disheartening impression regarding the agricultural capabilities of Nova Scotia, which the first two days I spent in that Province, around the neighborhood of Halifax, conveyed to my mind. Had I returned to Europe without seeing other parts of that Province, I could have compared it only with the more unproductive and inhospitable portions of Scandinavia.

"A large proportion of the Europeans who visit New Brunswick see only the rocky regions which encircle the more frequented harbours of the Province. They must, therefore, carry away and convey to others very unfavorable ideas, especially of its adaptation to agricultural purposes.

"But, on the other hand, if the stranger penetrate beyond the Atlantic shores of the Province and travel through the interior, he will be struck by the number and beauty of its rivers, by the fertility of its river islands and intervalles, and by the great extent and excellent condition of its roads, and (upon the whole) of its numerous bridges. He will see boundless forests still unreclaimed, but will remark, at the same time, an amount of general progress and prosperous advancement, which, considering the recent settlement and small revenue of the Province, is really surprising. If he possess an agricultural eye, he may discover great defects in the practical husbandry of the Provincial farmer, while he remarks, at the same time, the healthy looks of their large families, and the apparently easy and independent condition in which they live."

*The Agricultural capabilities of the Province as indicated by its Geological Structure.*

"The Agricultural capabilities of a country depend essentially upon its geological structure. That of adjoining countries also, especially of such as lie in certain known directions, may modify in a great degree the character of its soils. In reference to this vital interest of a state, therefore, the possession of a good geological map is of much importance, not only as an aid in determining the cultural value of its own surface, of what it is capable and how its capabilities are to be developed, but in throwing light also on the probable capabilities of adjoining districts. \* \* \*

"An inspection of this map (No. 1) shows that, according to our present knowledge, the Province of New Brunswick consists mainly of five different classes of rocks, represented by as many different colors. The grey, which is by far the most extensive, represents the region of the coal measures, the crimson that of granite and mica slates, the brownish red that of the red sandstone, the pale blue that of the clay slates, the green that of the traps and porphyries, and the light purple that of the upper Silurian. The dark purple, in the upper part of the map, represents the lower Silurian Rocks which occupy the northern region towards the shores of the St. Lawrence.

"I do not here enter into any details in regard to the order of superposition of these rocks, because that general order is fully detailed in books of Geology, because in this Province there are certain districts in which the local order of superposition is far from being determined, and because a knowledge of the order is by no means essential to a clear



understanding of the relations of these rocks to the agricultural character of the soil which covers them.

“ It is of more importance to understand—

“ 1. That rocks of all kinds are subject to be worn away, degraded, or made to crumble down, by various meteorological and mechanical agencies ;

“ 2. That the fragments of the rocks, when thus crumbled, form the sands, gravels and clays that usually cover the surface of a country, and upon which its soils are formed and rest ; and

“ 3. That for the most part the materials of which the crumbled sands, gravels and soils consist, are derived from the rocks on which they rest, or from other rocks at no great distance. How they come to be derived occasionally from rocks at some distance, will be explained in the following chapter.

“ These facts show that a close relation most generally exists between the rocks of a country and the kinds of soils which cover it. It is this relation which gives Geology its main interest and importance in relation to Agriculture.

“ A. *The Coal Measures*, which cover so large a breadth of New Brunswick, consist, for the most part, of grey sand stones, sometimes dark and greenish, and sometimes of a pale yellow colour. The siliceous matter of which they consist is cemented together or mixed with only a small proportion of clay (decayed felspar principally), so that when those rocks crumble, which they do readily, they form light soils, pale in colour, easily worked, little retentive of water, admitting of being easily ploughed in spring and late in autumn, but hungry, greedy of manure, liable to be burned up in drougthy summers, and less favorable for the production of successive crops of hay.

“ Of course among the vast number of beds of varied thickness which come to the surface in different parts of this large area, there are many to which the above general description will not apply,—some which contain more clay and form stiffer soils—some which, though green or grey internally, weather of a red colour, and form reddish soils, but lightness in texture and in colour forms the distinguishing characteristic of the soils of this formation. This single generalization, therefore, gives us already a clear idea of the prevailing physical characters of the soils over a large portion of the Province, and illustrates the nature of the broad views which makes the possession of Geological Maps so valuable to the student of General Agriculture.

“ This coal measure district is further distinguished by the general flatness of its surface, undulating here and there indeed, and intersected by rivers, and occasional lakes, but consisting for the most part of table lands more or less elevated, over which forests, chiefly of soft wood, extend in every direction. These flat tracts are not unfrequently stony, covered with blocks of grey sand stones of various sizes, among which the trees grow luxuriantly, and from among which the settler may reap a first crop of corn, but which almost defy the labor or man to bring the land into a fit condition for the plough. Such land abounds, for example, behind Fredericton on the way to the Hanwell Settlement, and is scattered at intervals over the whole of this grey sandstone country.

“ Another feature which results from this flatness is the occurrence of frequent bogs, swamps, cariboo plains and barrens. The waters which fall in rain, or accumulate from the melted snow, rest on the flat lands, fill the hollows, and, from want of an outlet, stagnate and cause the growth of mosses and plants of various other kinds, to the growth of which such places are propitious. Thus bogs and barrens, more or less extensive, are produced. A comparison of the Geological Map (No. 1) with the Agricultural Map (No. 3), appended to this Report, will show that the greater number of the extensive barrens of this kind yet known in the Province, is situated upon this formation.

“ The Miramichi, the St. John, the Richibucto, and numerous other rivers, run in part or in whole through this district. Along their banks a fringe of soil is often found better than the uplands present ; and hence along the rivers the first settlers found comparatively fertile tracts of country on which to fix their families and commence the earliest farming operations. The intervalles and islands of the River St. John form some of the richest land in the Province ; but this richness arises, in a considerable degree, from the circumstance that this river flows, in the upper part of its course, through geological formations of other kinds, and brings down from the rocks, of which they consist, the finely divided materials of which alluvial soils of the Counties of Sunbury and York for the most part consist.

"In other countries, as England and Scotland, the coal measures contain a greater variety of rocks than is found over the carboniferous area of New Brunswick. They are distinguished from the latter by frequent beds of dark-coloured shale of great thickness, which form cold, stiff, dark-coloured poor clay, hard to work, and until thoroughly drained, scarcely remunerating the farmer's labour. Numerous sandstones which occur among them produce poor, sandy and rocky soils, so that large portions of the Counties of Durham and Northumberland, in the north of England, long celebrated for their richness in coal, still remain among the least advanced, and least agriculturally productive of the less elevated parts of the island.

"B. *The Upper Silurian Rocks*, coloured light purple, cover an extent of surface in New Brunswick only inferior to that formed by the coal measures. They form the northern portions of the Province, from the mouth of the Elmtree River on the east, and Jacksonstown on the west, as far as the Canadian border. In other counties these upper Silurian strata consist of various series of beds lying over each other, each of which gives rise to soils possessed of different agricultural values. This is particularly observable in the western part of the State of New York, where some of the richest soils are formed from, and rest upon, rocks of this formation. It is a matter of regret that in this Province the large extent of northern country, over which these rocks extend, has not been sufficiently explored to allow of such sub-divisions being traced and indicated on the Map. That they exist, I have seen reason to believe, in my tour through the country; but the time at our disposal did not allow Dr. Robb and myself to go out of our way to explore their character or limits.

"On this formation a large part of the richest upland soils of the Province are formed. The fertile, cultivated and equally promising wild lands of the Restigouche—and those on either side of the Upper Saint John, from Jacksonstown to the Grand Falls, rest upon, and they are chiefly formed from the *débris* of these rocks, and were it not for the granite, trap, and red sandstone which intervene, similar good land would probably be found to stretch across and cover the whole northern part of the Province, from the Restigouche River to the region of the Tobique Lakes.

"From his published reports, Dr. Gesner had obviously collected much information regarding this region, which has hitherto been very difficult to explore; it would have cleared the way very much to an accurate estimate of its agricultural capabilities, had he been able by means of fossils or otherwise to establish the subdivisions among its several members which we believe to exist.

"The soils of this formation are for the most part of a heavier or stronger character than those of the coal formation. The rocks from which they are formed are generally slaty clays, more or less hard, but usually crumbling down into soils of considerable strength—as agriculturists express it—and sometimes of great tenacity. Among them also are beds of valuable limestone, more or less rich in characteristic fossils, and, so far as I am at present informed, chiefly from the reports of Dr. Gesner, the presence of lime in considerable quantity as an ingredient of the slaty rocks themselves—a chemical character of much importance—distinguishes the beds and soils of these upper Silurian rocks.

"A comparison of the Geological with the coloured Agricultural Map will shew that the pale red and blue colours which in the latter mark the position the first and second class upland soils, are spread over the same parts of the Province which in the former are coloured light purple—indicating the region of the Silurian deposits. Thus the geological indications and practical experience in these districts coincide. But the same comparison will show that this concordance is by no means uniform, but that soils marked by the Nos. 3, 4, and even 5, occur upon parts of the country coloured upper Silurian in the Geological Map. This arises from one or other of several circumstances.

"1. From the defective state of our knowledge of the geological structure of the interior part of the Province over which these rocks are supposed to extend. In the impassable state of the country there is a sufficient excuse for such knowledge being still incomplete. But the absence of such knowledge explains also why we cannot accurately describe and represent upon our Map the true relations of the Geology of large portions of this interior country to its practical agricultural value; or

"2. To the fact that this formation, like that of the grey coal measures sandstone, has its level table lands on which water stagnates and produces extended barrens, and deep

hollows in which swamps are formed, and burned lands, which the repeated passage of these devastating fires to which this Province has been occasionally subjected, has rendered apparently worthless; or

"3. To the proximity of trap and granite districts—(coloured green and carmine)—from which numerous blocks of stone and drifted gravel have been transported and spread over the Silurian surface so as to render the soils that rest upon it inferior in quality to what, according to the geological indications, they ought naturally to be.

"How much of the differences observable between the two Maps is due to each of these causes, can only be determined by future careful observation.

"C. *The Lower Silurian Rocks* occur abundantly in Canada East, forming the northern part of Gaspé and skirting the right shore of the St. Lawrence for a great distance. Like the upper Silurian strata, they consist to a great extent of slaty rocks, more or less hard, and though not incapable of yielding rich soils, as is seen in the occasional productive valleys of Lower Canada, yet as they exist in New Brunswick they are covered for the most part with inferior soils.

*The Agricultural capabilities of the Province as indicated by practical Survey and examination of its Soils.*

"D. *The Cambrian or Clay Slate Rocks*, coloured pale blue in the Geological Map, form two bands of which the limits are not well defined, running in a north-easterly direction across the middle of the Province, the more southerly of which bands doubles round the south-western extremity of the coal measures, or coal basin as it has been called, and forms part of Charlotte, St. John, and King's Counties. In nearly all countries these clay slate rocks are harder, less easily decomposed, and form more rocky and inhospitable regions than those of the Silurian formations generally. In this Province they do not change their general character, but they, nevertheless, as the Agricultural Map shews, are sometimes covered with soils of medium quality.

"The clay slates are for the most part formed like the Silurian strata, of beds of clay which have been gradually consolidated, but they are distinguished from the Silurian generally by two characters.

"First, by their greater hardness, which prevents their crumbling down and forming the close and often deep clay soils which the Silurian rocks occasionally yield. The clay slate soils, when freed from stones, are more of the character of what are called turnip and barley, than of wheat, oat and clover soils.

"Second, by their containing less lime than the Silurian rocks do. This is a character of great agricultural importance. In nearly every part of the world these Cambrian rocks are poor in lime. In climates suited to the production of peat they are also, from their impervious character, favorable to the formation of bogs. Hence in those parts of Europe where these slate rocks occupy areas of considerable breadth, draining and the use of lime are the first two measures of improvement by which the naturally unproductive agricultural qualities of these soils can be amended. The same means would probably prove profitable also on the clay slate soils of New Brunswick.

"E. *The Red Sandstones*. In Westmorland, King's, Charlotte and Carleton Counties, a considerable breadth is coloured of reddish brown, designed to indicate the occurrence of these spots of red sandstone and red conglomerate more or less extensive. In regard to the exact position of these beds, whether they are all above or below the grey coal measures, or partly the one or partly the other, a question of great economical importance to this Province has been raised. As it chiefly refers however to the greater or less probability of obtaining coal, a point to which I shall refer particularly hereafter, and has comparatively little agricultural importance, I do not enter into the question here. A knowledge of the geographical position and extent of these beds is nevertheless of much importance, and it would be very desirable to have these both more exactly ascertained and more correctly delineated on the Map.

"The reason of this is, that the beds of which these red rocks consist, frequently crumble down into soils of great fertility. The richest lands and the best cultivated in Scotland rest upon such red rocks. It will be seen by a comparison of the Agricultural with the Geological Maps, that soils of first rate quality are known in this Province also, in Sussex Vale, in Sackville, on the Shepody River, and elsewhere, to occur in the neighbourhood of rocks of a similar character.

"The beds of these red sandstone formations consist—

"1st. Of red conglomerates which often crumble down into hungry gravels, producing good crops of oats and of grain when well treated, but having a disposition to "eat up all the dung, and drink up all the water."

"2nd. Of fine grained red sandstones, which crumble into red and sandy soils, light and easy to work, often fertile, and when well managed, capable of yielding good crops. They are such soils as the French inhabitants of this Province delight to possess, and of a large extent of such soils they are actual possessors.

"3rd. Of their beds of red clay, often called red marl, interstratified with beds of red sandstone, and crumbling down into soils which may vary from a fine red loam to a rich red clay. These are some of the most generally useful, and when thorough drained, most valuable soils which occur among all our geological formations. In this Province these marls are usually associated with gypsum, as may be seen by the dots of brighter red which are here and there to be seen over the reddish brown portions of the Map. The soils may generally be calculated upon as likely to prove valuable for agricultural purposes wherever these beds of gypsum occur.

"Some of the sandstones of this formation, especially in the neighborhood of beds of limestone, are themselves rich in lime. Thus a red sandstone collected in such a locality, three miles from Steves', in the direction of the Butternut Ridge, gave me upon analysis 17.31 per cent. of carbonate of lime, and 0.49 per cent. of gypsum. The crumbling of such rocks as this could hardly fail in aiding to fertilize the soil.

"The imperfect Geological Map of Dr. Gesner, which is lodged among the Records of the Land Office, and a more detailed copy of which is in the possession of the St. John Mechanics' Institute, represents the red rocks as much more extensive than they appear in the Map appended to this Report. One reason for this is, that he colours red the Parish of Bostford, and portions of the adjoining parishes, where the red rocks do not appear, though the soils that cover the surface are red, and have evidently been derived from red rocks. This we observed in our recent tour through that country. On the Grand Lake also, Dr. Gesner colours red a considerable extent of country, upon which according to Dr. Robb, no true red rocks occur.

"Still these indications of Dr. Gesner, though not geologically correct in a certain sense, are so in another sense, in which they are scarcely less useful to the agriculturist. They indicate the general character of the loose materials that overlie the living rocks of the country and form its soils, and they tell more regarding those spots which is useful towards an estimate of its agricultural capabilities than a correct map of the rocks themselves would do. But the discordancies often observable between maps which exhibit only the characters of the rocks of a country, and those which exhibit its actual and experimental agricultural value, and the causes of such discordancies, will appear in the subsequent chapter.

"F. *The Granite, Gneiss, and Mica Slate*, colored carmine, form a broad riband extending across the Province between the two bands of clay-slate rocks. To the north of the slates also, and in the centre of the ungranted country, it forms a large patch of generally high land, the outlines and extent of which are by no means defined, and in the map are put down very much by guess.

"These regions are generally stony, often rocky and impossible to clear. When less stony, they sometimes give excellent soils after the less frequent rocky masses are removed, and in many places comparatively stoneless tracts of land occur on which clearances with less cost can readily be made.

"This description shews that the carmine regions are by no means agriculturally encouraging on the whole, judging by their geological character; but that they possess capabilities superior to those of the gray sandstone soils, is shewn by the experience of the farmers of these latter soils, that those fields generally turn out to be the best on which the granite boulders shew themselves most abundantly. The *débris* of the granite mixing with that of the sandstone rocks, improves its quality, gives it often more tenacity, and renders it more productive.

"The Agricultural Map will show that the soils along the carmine bands, and in the centre of the wild region between the St. John River and the Restigouche, though often very inferior, are not uniformly so. Were we better acquainted with the limits of the

geological formations comprehended under this colour, we should be able, by means of them alone, both to form more accurate opinions in regard to the agricultural value of the several localities, and to represent them more correctly on geological maps, and to prescribe by mere inspection, the kind of ameliorations, mechanical or chemical, by which their natural qualities were likely to be improved.

"G. *The Trap-Rocks*, coloured green, which occur so abundantly among the southern clay slate and lower Silurian rocks, and in the wild country which forms the northern part of the Province, are the only remaining rocky masses which cover an extensive portion of the surface of New Brunswick. They form in this Province, a wild and generally a poor, rugged, rocky, inhospitable country. Lakes, swamps, and soft wood ridges, abound where they occur, and numerous blocks of stone try the patience and industry of the settler.

"Trap rocks do not necessarily indicate the presence of unfertile soils. On the contrary, some of the most fertile spots in Scotland and England, are situate upon and possess soils formed from these rocks. But such soils are formed only where the rocks are of a less hard and flinty nature, or at least are more subject to the degrading influence of atmospheric causes, and crumble to a soil readily. In such cases they generally form reddish soils of great richness, and when the soils are deep, it is found profitable to convey to some distance, and apply them as covering to less valuable fields.

"One cause of this fertility of trap soils is the large percentage of lime which these trap rocks frequently contain. This chemical character, for the most part eminently distinguishes them from the granitic rocks, and indicates a very different mode of treatment for the soils formed from these two classes of rocks respectively.

"In New Brunswick, so far as my own observation goes, the trap rocks do not readily crumble, but remain hard and impenetrable by the weather, to a great extent. They do not usually, therefore, give rise to the rich soils which in many other places are formed from them. Hence St. John and Charlotte, partly owing to the less favorable clay slate and lower Silurian rocks which abound in them, partly to the obdurate trap, and partly to the numberless rocky masses which cover their surface, are justly considered among the least agriculturally promising counties in the Province. I have witnessed, however, in both these counties, that energy and determination can do much to overcome nature in New Brunswick, as well as in other parts of the world. Pleasing farms, and good crops, and comfortable circumstances, reward diligence and industry here in as wonderful a manner as in any other county in the Province.

"I do not dwell longer on this part of my subject. The general conclusions as to this agricultural capabilities of this Province which are to be drawn from the imperfect information as to its geological structure, which our Geological Map presents, are, on the whole, somewhat discouraging.

"The coal measures, the clay slates, the lower Silurian rocks, the granites, and the traps, are not, generally speaking, of a kind to give rise to soils of a fertile character, and these formations cover a large portion of the Province. The upper Silurian and red sandstone formations, on the other hand, promise much agricultural capability, and soils prolific in corn; and they also extend over a very considerable area. Were the geological exploration more complete, our deductions from this source of information would be more precise, more to be depended on, and possibly also more favorable, for reasons which will in some measure appear from what has been already stated. It is to be hoped that Your Excellency, and the Houses of the Legislature, will see the propriety, at an early period, of resuming this important Exploration.

"More detailed and positive conclusions as to the absolute and comparative values of the soils in the different parts of the Province, on the different geological formations, and on the different parts of the same formation, the sub-divisions of which, as I have said, have not been made out, will be arrived at by means of the practical survey which forms the subject of the next chapter.

"Although the geological structure of a country throws much general light on the geographical position, on the physical and chemical characters, and on the agricultural capabilities of the soil of a country, it does not indicate—

"1st. The absolute worth or productiveness of the soils in terms of any given crop—as that the red sandstone soil would produce so many bushels of wheat, or the clay-slate soil so many of oats; nor—

"2d. Their relative productive powers when compared with each other—as that if the coal measure soils produce twenty bushels of any grain, the upper Silurian would produce thirty bushels.

"Such absolute and relative values can only be ascertained by an actual trial and experience of absolute fertility of the soils in some spots at least, and by the personal inspection and comparison of the apparent qualities, with what is known of the origin, the composition, and the absolute productiveness of each.

"Again, the geographical *limits* of the several formations, as represented in the Geological Map, do not precisely indicate the limits of the several qualities of the soils which are naturally produced from them. The *débris* of one class of rocks frequently overlap the edges, and sometimes cover a considerable portion of the surface of another class of rocks adjoining them, in a particular direction, and thus cause the soils which rest upon the latter to be very different from what the colours of the Geological map would lead us to expect.

"In this country it is observed that the fragments of the different formations have very generally been drifted from the north or north-east to the south or south-west, probably by some ancient current similar to that which now brings icebergs from the polar regions, and which took its direction across this part of North America when it was still beneath the level of the sea. Hence the surface of one rock, or the debris derived from it, is very apt to be covered by a layer of a different kind, derived from rocks which lay at a greater or less distance towards the north or north east.

"This is most easily seen in the case of the red sandstone rocks, the debris of which, when drifted over the adjoining formations, impart a different colour to the soils which rest upon them. Thus on ascending the Tobique two or three miles above the Narrows, on the right bank of the River, a layer of red drift, a few feet in thickness, derived most probably from the red rocks above the rapids, is seen to rest on a thick bed of slate drift, and to form the available surface. Similar red drift extends itself in a similar direction from the red rocks of Sussex Vale; and Dr. Gesner, in his interesting reports, describes similar drift as visible along the shores of Grand Lake, and in many other localities.

"Sometimes, also, the upper rocks, which formerly overspread the surface of a country, have been worn down, washed away, and entirely drifted off, leaving us only the power of inferring that they once existed by the layers of fine mud, sand or gravel derived from them, which we observed upon the lower rocks which still remain.

"This is seen in New Bandon Parish, where the red soils appear to be chiefly derived from red rocks, which formerly existed in the direction of the Bay of Chaleurs; and in the Parish of Botsford, in Westmorland County, the fine red soils of which have been drifted from Prince Edward Island, or from rocks in that direction, which have now disappeared.

"Further, it not unfrequently happens that the drifted materials which cover the surface of a country, and which form its soils, consist of the debris of two or more entirely different kinds of rock mixed together, as we readily understand that such different materials might be mixed together, if the same current were to pass, as the River St. John does, in succession over a series of different geological formations, and to mingle together in the same sea bottom, and in different proportions, the fragments of all. The nature of the soil thus formed would not be indicated either by that of the rock on which it rests, or by that of any one of the ten or more rocks from which it had been partially derived. Thus while an intimate relation undoubtedly does exist between the soils and rocks of a country in general, and a very special relation between any given soil and the rock from which it has been derived, so that the inspection of a Geological map will convey to the instructed eye a true general notion of the agricultural character and capabilities of the country it represents, still it does not exhibit to the eye, as I have said, the absolute and comparative fertility of its different soils in terms of any given crop, nor can it, in a country like this, precisely define the limits which separate soils of one quality from those of another.

"These points are only to be ascertained by special inquiry, and by a special survey and personal inspection. To make such inquiries and such a personal inspection, was among the main objects of my tour through the Province. The results of what I saw and learned myself, together with much other information obtained from the documents contained in the Land Office, from Dr. Gesner's Reports, and from other sources, I have been able,

chiefly through the indefatigable and most willing assistance lent to me by Mr. Brown, to embody in the maps No. II. and No. III., attached to the present Report.

"In these maps I have represented by different colours and figures, the different qualities of soil in the Province, and the geographical position and approximate extent of each quality. For this purpose I have divided the soils into five different qualities, represented by a series of numbers, of which No. 1 indicates the best and No. 5 the worst quality.

"The special varieties of soil denoted by the figures and numbers, are as follows:—

"No. I. on the uncoloured, and the bright red on the coloured map, denote the soil of the best quality in the Province. This consists chiefly of river intervalles, islands, and marsh lands. It is only of limited extent, and is confined, for the most part, to the course of the River St. John, that of the Petitcodiac, and to the neighborhood of Sackville.

"No. II. and the pale red colour, denote the best quality of upland, and such portions of good intervalle and marsh land as are not included under No. I. It is to be understood, however, that there is much marsh land, both dyked and undyked, which does not deserve a place even under this second head. This first class upland exists chiefly in the Counties of Carleton and Restigouche.

"No. III. coloured blue, is the second rate upland, inferior to No. II., but still very good in quality. It represents the medium soils of the Province, and stretches over a much larger surface than any of the other colours.

"No. IV., coloured bright yellow, is inferior in quality to any of the others. It is decidedly inferior or poor land, resembling the least productive of that which is now under cultivation. It consists for the most part of light sandy or gravelly soils, hungry, but easily worked, or of stony and rocky ground, which is difficult and expensive to clear, but in some parts of Charlotte County, productive when cleared.

"This class also includes lands covered with heavy hemlock, and other soft wood, which, though hard to clear, and unfavorable for first crops, may hereafter prove productive when it has been submitted fairly to the plough. It will be seen that a great extent of this bright yellow land exists in the northern half of the Province.

"No. V. coloured pale yellow, includes all which in its present condition appears incapable of cultivation.

"The naked flats, distinguished as bogs, heaths, barrens, carriboo plains, &c., are all comprehended under this colour, and tracks of swampy country, which at present are not only useless in themselves, but a source of injury to the adjoining districts. All this pale yellow is not to be considered absolutely irreclaimable, but to be unfit for present culture or for settlement, till much larger progress has been made in the general improvement of the Province. The dark spots, coloured with Indian ink, represent the localities of some of the naked and barren plains which are included under this No. V.

"It is not to be supposed that I or my travelling companions have been able to inspect, even cursorily, the whole of the country we have thus ventured to colour, and to distinguish by numbers. The country we have actually seen and explored during our late tour may be judged of from the green lines traced on both maps, which represent the route we took, and the country we actually went over. Our knowledge of the rest has been gathered from numerous persons whom we met with in different parts of the Province, from the reports and surveys deposited in the Land Office, and from observations of Dr. Gesner. Though far from being correct, these maps are valuable, both as an approximation to the truth, and as embodying nearly all that is at present known as to the soils of the Province. Your Excellency will, I am sure, both be inclined to value them more, and to make larger allowances for their want of correctness, when I mention they are the only maps of the kind of any country which, so far as I know, have yet been attempted, and that they have been of necessity executed in a very short period of time for so extensive a work.

"The relative areas, or extent of surface covered by these several soils, as they are represented in the coloured map, are very nearly as follows:

|                                      |               |
|--------------------------------------|---------------|
| No. I. coloured bright red,.....     | 50,000 acres. |
| No. II. coloured light red,.....     | 1,000,000 "   |
| No. III. coloured blue,.....         | 6,950,000 "   |
| No. IV. coloured bright yellow,..... | 5,000,000 "   |
| No. V. coloured pale yellow,.....    | 5,000,000 "   |

Total area of the Province,..... 18,000,000 acres.

“The area of the Province has been calculated so as to include the territory within the boundary, as it may possibly be determined, between New Brunswick and Canada.

“Such are the relative geographical limits of the soils of different qualities in the Province, and the areas covered by each respectively, according to the best information I have been able to collect.

“The absolute values of each variety of soils in terms of the staple crops of the Province, I have estimated as follows:—

“It is usual to talk and judge of the absolute or comparative value of land in New Brunswick by the quantity of hay it is capable of producing. I have taken this crop therefore as one standard by which to fix the absolute and relative value of the different qualities of the soil in the Province. Then of the grain crops—oats, taking the whole Province together, is the most certain, and probably the best in quality. The culture of the oat is extending also, and the consumption of oatmeal as a common food of the people, is greatly on the increase. I take this crop therefore as a second standard. I assume also, but this is an arbitrary assumption, that as an index of the value of land at this time in this Province, with its present modes of culture, 20 bushels of oats are equal to a ton of hay. In other words, I assume that where a ton of hay can be produced, twenty bushels of oats may be produced, or *its equivalent of some other variety of human food.*

“Thus I have the means of giving a value to the different varieties of soil, in terms either of food for stock or food for man.

“I have classified the soils of the Province, therefore, in terms of these crops at the following absolute and relative value per imperial acre.

|          |                                 |            |                |
|----------|---------------------------------|------------|----------------|
| No. I.   | will produce 2½ tons of hay, or | 50 bushels | oats per acre. |
| No. II.  | “ 2 tons “                      | 40 bushels | “              |
| No. III. | “ 1½ tons “                     | 30 bushels | “              |
| No. IV.  | “ 1 ton “                       | 20 bushels | “              |

“The only reasonable objection which so far as I know can be made against this estimate is, to the value in oats assigned to the quality of the soils called No. 1.

“It may be correct to object that this first class soil does not in practice produce 50 bushels of oats, but the real effect of this objection is very small: First, because nearly all this land is yearly cut for hay: Second, because grain crops (except in Sunbury, the Indian Corn,) do not succeed upon it in consequence of their rankness, which makes them lodge and refuse to ripen: and, Thirdly, because under proper culture in this climate, land that produces 2½ to 4 tons of hay, as the first class intervale and dyked marsh does, *ought* also to bear easily and to ripen upwards of 50 or 60 bushels of oats.

“The whole production of food for man or beast which the Province would yield, supposing all the available land to be cultivated according to the present methods, and that hay and oats bear to each other the relation of one ton to twenty bushels, would therefore be—

|                            | Tons of Hay.      | Bushels of Oats.   |
|----------------------------|-------------------|--------------------|
| 1st Class,.....            | 125,000 or        | 2,500,000          |
| 2nd Class,.....            | 2,000,000 or      | 40,000,000         |
| 3rd Class,.....            | 10,425,000 or     | 208,500,000        |
| 4th Class,.....            | 500,000 or        | 10,000,000         |
| <b>Total produce,.....</b> | <b>13,050,000</b> | <b>261,000,000</b> |

Being an average produce per acre over the thirteen millions of acres of available land, of 1½ tons of hay or 27 bushels of oats.

“What amount of population will this quantity of food sustain?

“There are various ways by which we may arrive at an approximation to the number of people which a country will comfortably maintain upon its own agricultural resources. The simplest and the most commonly adopted in regard to a new country like this, is to say, if so many acres now in cultivation support the present population, then, as many times as this number of acres is contained in the whole available area of the country, so many times may the population be increased without exceeding the ability of the country to sustain it.

“Thus in New Brunswick, there are said to be at present about 600,000 acres under culture, and the produce of these acres sustains, of—



|                              |         |
|------------------------------|---------|
| Men, women and children..... | 210,000 |
| Horses and cattle.....       | 150,000 |
| Sheep and pigs.....          | 250,000 |

“ But 600,000 are contained in 13,000,000, the number of available acres in the Province, nearly 22 times, so that supposing every 600,000 acres to support an equal population, the Province ought to be capable of feeding about:—

|                              |           |
|------------------------------|-----------|
| Men, women and children..... | 4,620,000 |
| Horses and cattle.....       | 3,300,000 |
| Sheep and pigs.....          | 5,500,000 |

The human population and the stock maintaining the same relative proportions as they do at present.

“ But this estimate is obviously only a mere guess, and by accident only can be near the truth, because supposing the quantity of land actually in culture to be correctly stated, (which cannot with any degree of confidence be affirmed,) the important consideration is entirely neglected, that the land now in cultivation may be much superior in quality to those which are in a wilderness state. This indeed is very likely to be the case, as the history of agriculture shows that the least productive lands by nature, unless they are much more easy to work, are always the last to be brought into cultivation. It leaves out of view also the question of fuel, which we shall by and by see has a most important relation to the agricultural capabilities of a country and its power of supporting a given amount of population.

“ But from the data above given we can approximate to the truth in another way, answering directly the question, what amount of population will the produce we suppose the Province able to yield, maintain?

“ If we suppose a full grown man to live entirely upon oats without other food, he will require to support him for twelve months, about 1000lb. of oatmeal, equal to about 2000lb. of oats, which at the low average of 35lb. per bushel, amounts to 57 bushels. If we allow that each of the population, big and little, consumes 40 bushels, an apparently high average, then the consumption of each individual, according to our estimate of the comparative productive powers of the land, in regard to hay and oats, would be equivalent to two tons of hay, in other words, the breadth of land which would grow two tons of hay would on an average support one individual if fed upon oatmeal.

“ The usual allowance for the winter feed of a horse in this Province is four tons of hay, and for a cow two tons, sheep and pigs may be estimated at a quarter of a ton each.

“ The cattle and horses together are estimated at 150,000. If the relative proportions of the two kinds of stock be as in Canada West, about four to one, then the entire population and live stock, (poultry, dogs, &c., &c., excluded,) would require for their support the following amount of produce, calculated in tons of hay:

|                                    |               |
|------------------------------------|---------------|
| 210,000 at 2 tons each.....        | 420,000 tons. |
| 30,000 horses, 4 tons each.....    | 120,000 “     |
| 120,000 cattle, 2 tons.....        | 240,000 “     |
| 250,000 sheep and pigs, ¼ ton..... | 62,500 “      |
|                                    | 842,500       |

“ But we have seen that the average produce in hay of the whole 13,000,000 acres of available land may be estimated at one and a third tons per acre,—the above 842,500 tons of hay therefore represent 631,875 acres of land of average quality.

“ It will be observed that this sum comes very near the extent of land supposed to be at present actually cultivated in the Province. It is also about one-twentieth part of the whole available area (13,000,000 acres) in hay; so that the Province, according to this mode of calculation, be supposed capable of supporting twenty times its present number of inhabitants and of live stock, that is—

|                              |           |
|------------------------------|-----------|
| Men, women and children..... | 4,200,000 |
| Horses.....                  | 600,000   |
| Cattle.....                  | 2,400,000 |
| Sheep and pigs.....          | 5,000,000 |

"If the proportion of animals materially diminish, of course the number of human beings which the country is able to support, would proportionably increase.

"Those who are familiar with the feeding of stock will have observed that in the preceding calculation I have allowed for the support of the live stock only during the seven months of winter, and that no land has been assigned for pasture during the remainder of the year while the hay is growing.

"It will be also observed, however, that I have supposed all the stock to be full grown, and have assigned a full allowance of hay to every animal, whatever its age. A considerable surplus, therefore, will remain unconsumed when the winter ends, which will go some length in feeding the stock in summer, or, which would be preferred, in allowing land to be set aside for pasture or for soiling the animals with green food in the stables.

"Again, by referring to the relative proportions of land employed in raising food for the human and the animal population, in the relative numbers in which they exist in New Brunswick, as they are given in a preceding page, it will be seen that about equal quantities are devoted to each. That is to say, that nearly half of the land will always be under a grain culture, and will consequently be producing a large quantity of straw of various kinds, upon which all the stock will be more or less fed.

"I do not stay here to remark on the unthrift which I in many parts of the Province observed, in the use of straw from different grains, nor upon the greater good which might be derived from this part of the crops, under a more skilful mode of feeding. I only observe that the two indefinite allowances above made will, in my opinion, amply make up in the whole for the additional quantity of food necessary to maintain the stock during the summer months over and above the quantity of hay adopted in my calculation.

"Before quitting the general question as to the food which the land will raise, and the population it will support, there are two additional observations which it is necessary to introduce.

"First.—That I have made no allowance for the human food produced in the form of beef, mutton, pork, milk, cheese and butter. The hay grown on the one half of the surface of the country is, for the most part, consumed in the manufacture of these articles. When a calculation is made of the quantity of human food raised in this way, the numerical rate of the sheep and pigs to the human population being taken as it is in this Province at present, and the dead weight of the stock at the average which the common breeds usually attain by the present system of feeding, it appears that the beef, mutton, pork, and milk, ought alone to support a population, equal to about one-third of that which the corn land sustains.

"Thus the whole capabilities of the soil in respect to the support of population, may be represented by—

|                              |           |
|------------------------------|-----------|
| Men, women and children..... | 5,600,000 |
| Horses.....                  | 600,000   |
| Cattle.....                  | 2,400,000 |
| Sheep and pigs.....          | 500,000   |

"Second.—That I have made no reference to the Fisheries which are already so large a source of wealth to the Province, and of food to the people. The value of this supply of food may be allowed to stand against and pay for the West India produce, and other necessaries of life which they cannot raise themselves, but which in addition to their beef, milk and meal, the inhabitants will require.

"That we appear to fix at upwards of five and a half millions the amount of population which New Brunswick, according to the data we have before us, would in ordinary seasons easily sustain. But here the question of fuel comes in to modify in a more or less remarkable manner our calculations and opinions upon this important subject. This question is deserving of a separate consideration.

*Actual and comparative productiveness of the Province, as shown by the average quantities of Wheat and other Crops now raised from an Imperial acre of Land, in the different Counties.*

"In the preceding I have given a sketch of the general agricultural capabilities of New Brunswick, as they may be inferred from its geological structure, and of the absolute

and comparative productive qualities of its soils, as deducted from practical observation and inquiry. But the natural qualities of the soil may be neglected, overlooked, or abused. The actual yield of the land may be very disproportionate to its possible yield. The crops may be less than they ought to be, for one or other of many reasons, to which I shall advert in the subsequent part of this Report.

"It is in fact the actual condition of the practical agriculture in the Province which will determine the actual productiveness of its soils; while on the other hand, the possible productiveness of its soil being known, the amount of produce actually raised will serve as an index or measure of the actual condition of the agricultural practice.

"Looking at the matter in this point of view, it appeared to me of much consequence to collect as widely as could be done with the time and means at my disposal, numerical statements as to the actual number of bushels of the different kinds of grain and root crops usually cultivated within the Province, which were now raised from an imperial acre of land in its several Counties. Finding it impossible to collect all these data myself, I addressed a Circular to the farming proprietors and Agricultural Societies in the several parts of the Province, and from the answers I have received, the Tables (Nos. IV. and V.) have been compiled. They are not to be considered as rigorously accurate; they are liable to certain suspicions to which I shall presently advert; but they are the first of the kind that have ever been compiled in reference to this Province; the numbers they contain have been given, I believe, according to the most careful judgment of the persons by whose names they are guaranteed, and in the absence of better information, they are deserving of a considerable amount of credit.

"These Tables exhibit several facts of an interesting and some of a very striking kind; thus—

"1. *The produce actually raised differs much in different parts of the same County.* Thus, in Westmoreland, one person returns 15 and another 20 bushels as the average produce of wheat; in King's, one gives 15, another 25; in Sunbury, one gives 12½ and another 20; in York one gives 15 and another 32, and so on. Similar differences exist in regard to other kinds of grain.

"Such differences are natural enough, and do not necessarily imply any incorrectness in the several returns. They may arise from natural and original differences in the nature of the soil; from its being more or less exhausted by previous treatment; or from the actual farming being in one case better than in another.

"2. *In regard to Wheat*, the lowest minimum is in Queen's, where 8 bushels are given as sometimes reaped. In St. John, Charlotte and King's, the minimum is 10 bushels; from Carleton no return is given, and altogether the answers from that County are few and therefore defective. The largest maxima are from Kent, Charlotte and York, where 40, 36 and 32 bushels respectively are sometimes reaped.

"3. *In regard to Oats*, only one County (Queen's) ever reaps less than 25 bushels an acre, according to these returns. In that County, as little as 13 bushels is occasionally reaped.

"In four Counties the crop sometimes reaches 60 bushels; in two others, 50; in one, 45; and in four, to 40 bushels an acre. These numbers indicate what is indeed confirmed by numerous other circumstances, that not only do oats succeed admirably, but that they are well adapted to, and are one of the surest or least uncertain crops now grown in the Province.

"4. *As to Maize or Indian Corn*, it will be seen that only in two Counties, (King's and Queen's,) is the minimum stated at less than 35 bushels an acre, while in four counties, the smallest yield of this crop is represented at 40 and 45 bushels. In Sunbury, the large return of 80 bushels an acre is sometimes obtained, and in Charlotte and Northumberland, as much as 60 bushels.

"This crop is liable to injury from early frosts, and is therefore somewhat uncertain in this climate, which by the great heat of its summers is otherwise well adapted to its growth. The four Counties of Sunbury, Queen's, Charlotte and Northumberland, would seem by the returns to be specially favorable to this crop. If so, its larger cultivation should be encouraged.

"5. *As to Buckwheat*, 15 bushels an acre are the smallest return, while crops of 70 bushels are sometimes reaped. The experience of the last two years has shown not only

that this crop in one or other of its varieties is tolerably certain, but that it is well adapted to the exhausted condition of many of the soils, and affords also a very palatable food.

"6. *Of Potatoes*, the smallest return is 100 bushels, or about three tons per acre; but in Queen's County, a thousand bushels, about fourteen tons, are sometimes obtained. This latter amount is rarely surpassed, even in the west of Scotland, the north-western parts of England, and in Ireland, where the soil and climate are most propitious to this root.

"7. But the most striking fact brought out by these Tables is the comparative high number by which the average produce of each crop in the entire Province is represented. These averages appear in the last line of the second table, and are as follows:—

|                  |                           |
|------------------|---------------------------|
| VI. Wheat.....   | 19 11-12, say 20 bushels. |
| Barley.....      | 29 bushels.               |
| Oats.....        | 34 do                     |
| Buckwheat.....   | 33½ do                    |
| Rye.....         | 20½ do                    |
| Indian Corn..... | 41½ do                    |
| Potatoes.....    | 226½ do or 6½ tons.       |
| Turnips.....     | 456 do or 13½ tons.       |

"No very correct or trustworthy averages of the produce of the different crops in England, Scotland, or Great Britain, generally, have yet been compiled. It is believed, however, that 25 bushels of wheat per imperial acre, is a full average yield of all the land in Great Britain on which this crop is grown: some places, it is true, yield from 40 to 50, but others yield only 10 or 12 bushels per acre.

"It is of less importance, however, to compare the above averages with any similar averages from Europe. It will be more interesting to Your Excellency and the Legislature, to compare them with similar averages collected in other parts of the Continent of America.

"In the yearly volume of the transactions of the New York State Agricultural Society, for 1845, an estimate is given of the produce per imperial acre of each kind of crop in the several Counties, and a series of general averages for the whole State. The State averages, compared with those for New Brunswick above given, are as follow:—

|                  | Average produce per Imperial Acre. |                |
|------------------|------------------------------------|----------------|
|                  | State of New York.                 | New Brunswick. |
| Wheat.....       | 14 bushels                         | 20 bushels.    |
| Barley.....      | 16 "                               | 29 "           |
| Oats.....        | 26 "                               | 34 "           |
| Rye.....         | 9½ "                               | 20½ "          |
| Buckwheat.....   | 14 "                               | 33½ "          |
| Indian Corn..... | 25 "                               | 41½ "          |
| Potatoes.....    | 90 "                               | 226 "          |
| Turnips.....     | 88 "                               | 460 "          |
| Hay.....         | "                                  | 1½ tons.       |

"The superior productiveness of the soils of New Brunswick, as it is represented in the second of the above columns, is very striking. The irresistible conclusion to be drawn from it appears to be, that looking only to what the soils under existing circumstances and methods of culture are said to produce, the Province of New Brunswick is greatly superior as a farming country to the State of New York.

## APPENDIX B.

## AGRICULTURAL CAPABILITIES OF THE MATAPEDIA DISTRICT.\*

"The Township of Restigouche is situated at the head of the tideway on the Restigouche, which forms its southern boundary; it is divided from the township of Matapedia by the river of that name, up which they extend; its general character is an elevated table land, from two to eight hundred feet above the sea; the surface is much broken with ravines and narrow valleys, the sides of which often form angles with the horizon of from twenty to forty degrees; the summits of the hills are of considerable extent, presenting in some cases an even surface for several miles in length, by upwards of half a mile in width. The ground is a brownish or yellow loam, of a good quality, free from stones, the substrata being generally trap rock, which when decomposed forms an extremely fertile soil. It is well timbered with yellow and brown birch, maple, white birch, balsam, fir, spruce, beech and rowan tree or mountain ash; the latter named woods, intermixed with white pine and cedar, also prevail on the sides of the hills, which, from their excessive steepness, do not occupy as much room as might be expected from the broken appearance of the ground; the extent of the flats in the ravines and valleys is limited; the timber on these places is chiefly soft wood, with some ash and elm.

"The description above will apply to the Township of Matapedia, which is also bounded on the south by the Restigouche. Limestone exists in both these Townships, sufficient for building purposes and manure whenever it may be required; the ground is well supplied with springs and small brooks, the water of which is of a good quality.

It might be supposed, that from its elevation, the tract of country just described, would, in a great measure, be unfit for cultivation; the crops raised, however, in this district, at the height of a thousand feet above the sea, ripen as early, return as much, and are of as good quality as those grown in the valleys.

"A few years ago the country around the Bay of Chaleurs was considered unfit for raising wheat; experience has proved this unfounded, and it now produces all the kinds of grain raised in Eastern Canada. The climate does not appear colder than in the district of Quebec. Fogs are little known. Showers of snow fall about the end of October; winter generally sets in, in the middle of November, but fine weather often continues to the end of the month; the average height of the snow is four to five feet when deepest; it disappears about the beginning of May, and the ground is fit for sowing a few days afterwards.

"Owing to the direction of the Baie des Chaleurs and River Restigouche, the winds are either westerly or from the east; strong gales are of rare occurrence.

"The well cultivated grounds in the neighbourhood of Dalhousie, yield, of wheat, thirty to thirty-two bushels per acre; peas, about the same; oats, forty to forty-eight; barley, forty-five to sixty; potatoes, three to four hundred; carrots, two hundred and seventy to three hundred bushels per acre; hay, two to four tons per acre. The weight of grain exhibited at the Agricultural Shows in the district, has been as follows: spring wheat per Winchester bushel, sixty-four to sixty-seven pounds; fall ditto, sixty-six; Siberian wheat, sixty-four to sixty-five; oats, forty-two to forty-eight and a half; barley, fifty-four to fifty-six; field peas, sixty-six to sixty-seven pounds.

"On new land, not cleared of stumps, the yield of wheat has been thirty to one; fifteen to twenty to one is not unusual. \* \* \* \*

"Two thirds of the surface of these townships, (Restigouche and Matapedia,) is of the quality already described, and comprise an area of nearly one hundred thousand acres of excellent land, that is from the Restigouche to Clark's Brook on the east side, and Mill Stream on the west side of the Matapedia.

"On the east side of the Matapedia from Clark's Brook the appearance of the country is extremely unfavorable; steep hills rising from the river's edge, in many places denuded

\*Report to the Honorable the Commissioner of Crown Lands, by A. W. Sims, November, 1848.

of wood by fire, and in others covered with a close growth of soft wood; the soil in general shallow and full of small stones. Of this section eleven miles in length by five broad, not more than an eleventh or five thousand acres is fit for cultivation."

"The aspect on the west from the river is not much different from that of the other side; the ground, however, though much broken by ravines is of a better description, the fires have done less damage to the timber which is a mixture of hard and soft wood. About half of the ground between Mill Stream and McKennon's Brook, embracing an extent of twenty-eight square miles, may be considered capable of advantageous cultivation; this would give nine thousand acres; it is well watered by the brook just mentioned and by that known as Connor's Gulch. Continuing on the west side of the river above McKennon's Brook, the surface in general is of less elevation than in the country already described; moist ground is more frequent, the timber consists of balsam fir, spruce, yellow, white and black birch, maple, cedar and white pine; in swampy places cedar and black and grey spruce predominate. The soil though much inferior to that at the mouth of the Matapedia, may be considered as of a fair quality; this will apply generally to the foot of the lesser Lake Matapedia, embracing an extent of eighty miles. About two-fifths or twenty thousand acres may be considered good."

"On the east side from Pitt's Brook, and across the Casapsaul to near Fraser's Brook, the soil and timber is of the same description as on the other side, the ground is drier, and but few maple trees are found, fires have destroyed a great portion of the wood near the Matapedia, raspberry and other bushes, small white birch and poplar are now found in these places."

"Twenty thousand acres or about half of this section may be considered good land."

"Between Fraser's Brook and Fifty-six mile Brook near the southern boundary of the Seignior of Matapedia, the soil, timber and character of the soil is diversified; from Fraser's Brook to the head of Little Lake the ground is in general very strong, rough and broken; a portion, however, is fit for cultivation near the shore, and after reaching the summit of the ridge which does not extend more than from three-quarters to a mile back, the soil improves and is covered with a good growth of fir, white, yellow and black birch, maple, cedar and white pine, and the general elevation of the ground is not much over two hundred feet, excepting one or two hills. From Little Lake to Fifty-six mile Brook there are flats bordering on the river, well timbered and sometimes of considerable extent."

"The available ground on this section which exceeds forty-five square miles, will amount to about half of its extent, fifteen thousand acres."

"On the west side of Little Lake and to the Seignior of Matapedia, the general character of the soil and timber does not differ essentially from that of the section just described. At the base and partly up the sides of a hill near the foot of the Lake, (rising six or seven hundred above it) the timber is chiefly maple and other hard woods, the flat bordering the river is wider than in other places, the interval formed by alluvial deposits also extends up the Umqui, the mouth of which is near the Seigniorial line; ash, elm and the timber already mentioned as predominating in this district cover these places."

"The ground fit for cultivation in this section, forty-eight square miles in extent, is about seventeen thousand acres."

"The Seignior Matapedia extends a league round the lake, and contains about ninety thousand acres in superficies; near the southern end of the lake there is a chain of hills bearing south ten degrees west nearly a thousand feet high, with a base from three to four miles broad; around the foot, and for some distance up the sides, maple, black birch, and other hard woods are the prevailing timber."

From the Umqui up to this chain of hills, and on the east side of the Matapedia from Fifty-Six Mile Brook to the foot of the lake the timber is mixed wood and the soil generally good.

"Along the shore of the lake, and extending inwards as you approach the upper end, fir, cedar, poplar, spruce, small juniper or tamarac, white birch, ash, and white pine are found; the ground is swampy, with low ridges of dry ground in places covered with mixed and hard wood; from the northern slope of the hills mentioned to the lake, and across the Nemtaye to the line dividing the Seignior from the Crown Lands, the same character prevails, rendering the ground in this part of the seignior of little value; at its upper or

northern end very good land is found. My instructions not authorizing it, I did not examine the ground on the eastern side of the lake; its general appearance is rugged.

"In this section, a surface of more than one hundred square miles, (sixty-three of which are seigniorial,) three-fifths are fit for cultivation: that is, twenty-four thousand in the seigniori, and fourteen thousand acres in Crown Lands."

From the Seigniori of Matapedia to that of Metis, the country is undulating, the hills seldom attain an elevation over two hundred and fifty feet above their base, with flats generally of considerable extent on top. Near and on the summits white, black and yellow birch, maple, and rowan trees prevail; on the sides the same kinds of wood with a greater mixture of fir, spruce, pine, and cedar; in the hollows and swamps, cedar and other soft woods, elm, ash, and tamarac are found but not in abundance.

"In valleys and hollows through which the streams flow, there are a number of small lakes. It is difficult to convey a general idea of their form and the appearance of the hills without inspecting a plan of the ground.

"In many places the soil is full of small angular pieces of rock, and deficient of depth, in others it is sandy: in the hollows and swamps there is a deposit of black mould from six inches to three feet in depth with clay or a hard subsoil underneath: on the higher grounds the soil is generally a yellow loam; it may be considered fully equal in quality to the greater part of the country south of the St. Lawrence, east of Quebec.

"About thirty-eight thousand acres, or rather more than three-sevenths of one hundred and thirty square miles, the extent of this section, may be considered good arable land.

"The line passes through a portion of the seigniori of Lepage-Thivierge, before reaching the River Metis; the ground in the seigniori extending ten miles back from the St. Lawrence, and in that of Metis, and the Fief of Pachot, six miles in depth, is quite as good as in the section first described.

"The extent of available ground within a width of ten miles between the Rivers Restigouche and St. Lawrence, without including that on the east side of Lake Matapedia or in the Seigniori of Metis, Lepage-Thivierge, or Fief of Pachot, may be underrated at two hundred and thirty-eight thousand acres in Crown Lands, and twenty-four thousand in Seigniorial; as it is not necessary that every portion should be fit for the plough, reserves for fuel, fencing, and also building timber being required, even if this were the case.

"It may be here mentioned that a deposit of marl exists at one of the small lakes on the Nemtaye, and will in all probability be found in other places. Peat, another valuable manure, is found in different parts of the districts. Limestone is abundant at the head of Lake Matapedia and on its south-west side, and for some distance down the river \* \* \*

"The climate of this portion of Canada does not differ materially from that of Quebec, though rather cooler in summer; intense cold is not so frequent; rainy weather or thaws of long duration do not occur, however, in winter. Snow is expected about the 22nd October, this does not remain longer than a day or two at furthest, and is followed by fine weather with one or two falls of snow, to about the 21st November, when the winter may be said to begin. The depth of snow in ordinary winters, is four feet: it has been known to reach six feet.

"Cultivated land is clear of snow about the 20th of April; ploughing commences from 1st to 8th of May. Rye, wheat and peas are sown from that time to the 28th May; oats to the end of the month; barley and potatoes to near the end of June; reaping generally commences about the 25th August, and lasts to the end of September, when the potatoe crop is fit to house.

## APPENDIX C.

### (FRONTIER ROUTE, LINE NO. 1.)

*From a Report by Mr. T. S. Rubidge, on an examination of the Country between River du Loup and Woodstock, 1860.*

I have the honor to report on the character of the country and facilities for constructing a Railway from River du Loup to connect with the New Brunswick and Canada Railway, at or near Woodstock.—I wish to state that the examination was of a general character. And I beg to refer you to the accompanying map, whereon I have marked in red the route in my opinion, most eligible for preliminary survey. Although I have not personally explored the whole of the country traversed by the proposed line, more particularly the section south of the Grand Falls,—yet I have reason to believe a practicable line, nearly approximating to that indicated on the map, will be discovered, and I was sufficiently near it to enable me to speak with a degree of accuracy as to distances.

#### DIRECTION OF THE ROUTE RECOMMENDED FOR SURVEY.

##### *River du Loup to Province Line, 63 miles.*

Commencing at the Station, the line crosses to the east side of the Temiscouata Portage, and running towards St. Modeste, enters the valley of River Verte; thence following this Valley, it ascends continuously to the 12th mile, the summit of the dividing ridge between the waters of the St. Lawrence and the Bay of Fundy.

Again crossing the Portage the line runs nearly parallel with it to Blue River, thence assuming a direction to cross the Calaneau River near the Falls, and afterwards strikes the head waters of the River aux Perches, it descends in the valley of that stream to the Dégelé settlement on the west bank of the River Madawaska. From this point to the Province Line the route lies along the level margin of the river.

##### *Province Line to Grand Falls, 50 miles.*

Continuing down the valley of the Madawaska and crossing the river above the rapids at Little Falls, the line enters the valley of the St. John through a depression in the high ground in rear of the village of Edmundston, and it thence follows the east bank of the River St. John, crossing it a short distance above Grand Falls.

##### *Grand Falls to Woodstock, 70 miles.*

The Engineer of the New Brunswick and Canada Railway has furnished me with the following information:—"Having lately made an inspection of the country from the south bend of the Meduxnickieag River to the crossing of the Presqu'isle River, I am enabled to state that the character of the country is much the same as that portion which has been already surveyed, and I am inclined to the opinion that the road can be constructed at nearly as moderate a rate as that at which it has been already executed. There are two routes open to the line in crossing the Presqu'isle, viz: the upper route keeping to the westward of the Williamson Lake, and crossing the river near the Tracy Mills, and thence onwards to the bend of the main river,—and again the lower route taking to the eastward of the Lake, and crossing the river about one mile below the present bridge, and thence toward the main river bank. From this point to the Grand Falls along the margin of the main river the country presents a most favorable contour, the works of chief magnitude on the entire route consisting merely in bridging the Presqu'isle and Aroostook Rivers."

##### *Woodstock to St. Andrews, 87 miles.*

The line has been located to Canterbury, 22 miles; thence to St. Andrews, the railway is open for traffic.



## GENERAL DESCRIPTION OF THE ROUTE—CHARACTER OF THE COUNTRY, &amp;c.

*Abstract of Distances.*

|                                 |           |               |                          |
|---------------------------------|-----------|---------------|--------------------------|
| River du Loup to Province Line, | 53 miles, | not surveyed, |                          |
| Province Line " Grand Falls,    | 50 "      | "             | "                        |
| Grand Falls " Woodstock,        | 70 "      | "             | "                        |
| Woodstock " Canterbury,         | 22 "      | "             | located and in progress. |
| Canterbury " St. Andrews,       | 65 "      | "             | opened for traffic.      |

River du Loup " St. Andrews, 270 miles.

From River du Loup to Dégelé at the foot of Lake Temiscouata is perhaps the most difficult and expensive portion of the route, requiring very careful exploration and survey.

A whole season would be necessary to perform this service satisfactorily, as in the event of the line recommended, proving unfavorable, it would then become necessary to examine the country in the direction of the dotted line on the map.

The chief difficulty to be surmounted, is the dividing ridge or water shed between the St. Lawrence and the Bay of Fundy.

This summit elevation, 880 feet above the sea, is unavoidable; but the route by the Lakes des Roches and the St. Francis is favorable, inasmuch as it only exceeds by 100 feet the Trois Pistoles summit, the lowest yet ascertained.—From the River du Loup Station, 320 feet above the sea, the ground rises in terraces, separated by short steep slopes or rocky ridges.

These terraces are traversed by streams flowing parallel with the St. Lawrence, and are necessarily crossed nearly at right angles. It is therefore supposed that the works on this section will be of an expensive character. South of the summit to the Dégelé the country is crossed and intersected in every direction by rocky ridges or bold rugged hills, which in some instances attain an elevation of 1800 feet above the sea.

The general elevation of the ground at the base of these hills varies from 670 to 900 feet above the sea.

Owing to the broken character of the country it is supposed that a large proportion of the line will be curved, and that in extreme cases curves of half a mile radius will be required.

And long maximum gradients estimated at fifty feet per mile will be of frequent occurrence.

River du Loup is the only important stream crossed, all other streams with the exception of the Cabaneau and River Verte are crossed near their sources. The bridging will therefore be unimportant, but as a general rule the approaches will be heavy.

The total length of bridging will probably not exceed 750 feet lineal. Timber of good quality is abundant, but stone suitable for building will not be readily obtained.

The rock formation is chiefly Gneiss, Clay Slate or other similar rocks.

The soil is gravelly and frequently very rocky, but there is much excellent land on the route still ungranted.

The timber is generally Spruce, Pine, Birch, Cedar and occasionally Maple.

Settlements extend about six miles back of River du Loup, thence to the Dégelé the line runs through an unbroken forest.

The proposed route is generally within 3 miles of the new "Temiscouata Portage," therefore materials for construction or supplies for labourers will be obtained without much difficulty.

And the west shore of Lake Temiscouata from the Cabaneau to the Dégelé is partially settled; there is also a Grist and Saw Mill in this neighbourhood.

Lumbering operations are carried on to some extent on the tributaries of the St. John and Lake Temiscouata, and water power is abundant in this section of the country. From the Dégelé to Grand Falls, the country is remarkably favorable for railway purposes.

The valley of the Madawaska is generally flat or slightly undulating and its average elevation above the sea 500 feet; it is skirted on either hand by a continuous range of high steep hills which near the Province Line and in the vicinity of Edmundston approach the river.

These hills may however be avoided without difficulty, but the present highway may

possibly be interfered with.—This portion of the line will be found very direct, the Grades light and the curves of large radius. Settlements occur at frequent intervals all along the west bank of the river, and towards Edmundston on the east bank also.

Thus far the settlers are chiefly French Canadians.

The village of Edmundston is situated at the junction of the Madawaska with the river St. John, and promises to become a place of some importance as a Lumbering Depôt. The river St. John is here the boundary between New Brunswick and the United States.—Both sides of the river are settled as high up as the river St. Francis, and several first class Saw Mills have recently been erected which manufacture lumber for the St. John and American markets.

From Edmundston the line will continue down the valley of the St. John, at very favorable grades, passing through a comparatively well settled, fertile, and level part of the country.

And long straight lines and curves of large radius may also be obtained here.

The banks of the St. John are alluvial, rising successively in steps towards ranges of highlands lying parallel with the river.

The rocks throughout this section of the country belong to the primitive formation. Roofing slate has been discovered near Green river.

Limestone suitable for lime has also been found.

The soil generally is a stiff clay.

The streams to be crossed are unimportant, but their valleys are sometimes very broad, necessitating heavy embankments. A great part of the route will be through cleared land. The vacant lands are usually 2 or 3 concessions back from the river.

The settlers in the Madawaska territory, which includes both sides of the river between Edmundston and Grand Falls, are Acadian French.

Near Grand Falls the country becomes broken and rocky, and is thinly settled.

A favorable site for crossing the river St. John occurs about a mile above the Falls, the banks are high and steep, and the stream narrows to a width of less than 500 feet. But much careful examination will be necessary before selecting this crossing. The bridging on this section will not, it is supposed, exceed 1000 feet lineal, including the St. John and Madawaska, the only important streams crossed. The elevation of the river in the upper basin or reach is about 420 feet above the sea.

Collbrooke, the shire town of the County of Victoria, is located on the west bank of the river, opposite the Falls; and immediately below them a suspension bridge of 190 feet span is now being constructed by the Government, the stone for the work is quarried on the spot.

Grand Falls is a formidable obstacle to lumbering operations, the river falls 74 feet over a perpendicular ledge of slate rock into a narrow gorge, nearly a mile long, descending in that distance 45 feet or 119 feet in all.

Square timber and saw logs are run over the falls, entailing a loss of 10 or 12 per cent. thereby, but all sawed lumber has to be hauled across the portage, between the upper and lower basins, as also all supplies going up the river.

In New Brunswick lumbering operations have gradually receded, and now lie chiefly on the waters of the upper St. John. The proposed Railway would certainly promote the settlement of this most valuable timber region. It would also develop the manufactured lumber trade by affording facilities for obtaining supplies and for transportation to market, either at St. Andrews, Quebec or River du Loup. It would create in the interior of New Brunswick and the State of Maine a market for Canadian provisions, and thus open up a new trade with Montreal and the cities farther west. Saw Mills for manufacturing timber would be erected on the tributaries of the St. John, and eventually almost all the timber on the river would be converted into Deals, Clapboards, Shingles and similar short lumber. The lumbering establishments on the upper St. John and Lake Temiscouata require very large supplies of Flour and Pork which (with the exception of a small quantity obtained direct from Quebec, by the Colonization road and Temiscouata Portage) are usually sent by Steamboat or Railway to Woodstock, and are thence forwarded up the river in flat bottomed boats towed by horses. At present the supplies and merchandise forwarded up the river is stated to be equal in bulk to 80,000 Bbls. (Flour.)

Distributed as follows : { 30,000 Barrels to Woodstock and vicinity.  
 30,000 " Tobique and Aroostook.  
 20,000 " Grand Falls and upwards.

From Grand Falls to Woodstock is said to be one of the most productive agricultural districts in New Brunswick, but the country appears rough and unfavorable for Railway construction, being intersected by very deep valleys and ravines, through which flow streams leading into the river St. John. The surveys of the New Brunswick and Canada Railway extend only to the Little Presqu'isle River, 10 miles north of Woodstock, and it is reported "from this point forward the surface of the country is comparatively level."—The vacant lands in this section of the country lie beyond the settlements on the eastern bank of the St. John.—The population of the River St. John above Woodstock, including the Aroostook country, is estimated at 10,000. The inhabitants of the county of Aroostook, in the State of Maine, are much interested in the proposed Railway.—Their most important lumber streams flow into the St. John, and many of the roads leading from the interior of the country connect with the "Great Roads" of New Brunswick.—This portion of the state is rapidly becoming settled by a large farming population, it is also a most valuable timber region abounding in water power.—From the great quantity of lumber manufactured for the American Market, as well as the supplies required for lumbering operations, the Aroostook country must eventually prove a most important feeder for the Railway.—The amount of lumber, &c., produced and annually sent down the river is stated to be nearly as follows, viz :

|                                           |                  |                 |
|-------------------------------------------|------------------|-----------------|
| Square timber from above Grand Falls..... | 4,000,000        | feet.           |
| " " " below .....                         | 3,000,000        | "               |
| Sawed lumber from Aroostook, {            | Shingles.....    | 20,000,000 No.  |
|                                           | Clapboards ..... | 1,500,000 "     |
|                                           | Boards.....      | 750,000 "       |
|                                           | Oats.....        | 10,000 bushels. |
| Potatoes.....                             | 5,000            | "               |
| Buckwheat Meal.....                       | 60               | tons.           |
| Oat.....                                  | 30               | "               |

Woodstock, the shire town of the county of Carlton, is situated on the west bank of the St. John, at the mouth of the Meduxnick River, and at the extremity of a "Great Road" to Houlton, Maine, on which there is much traffic. Both towns are of considerable importance as being the centre of a large agricultural population. Extensive Ironworks were formerly in operation near Woodstock, copper has also been discovered in the neighbourhood. From Woodstock to Canterbury, the present terminus of the New Brunswick and Canada Railway, the distance will be either 22 or 25 miles, dependent on the route adopted, relative to this section, I extract the following information from the report of the Engineer and Manager. The location from Eel River to Woodstock is not yet decided upon, consequently no work has been commenced north of the former place. Two lines have been surveyed, one running direct to Woodstock, the other to the Houlton road, which it crosses nearly midway between Woodstock and Houlton. From Eel River direct to Woodstock, involving at the commencement grades of 50 feet for 2 miles from Eel River, at which point the summit is attained, and from which there is a descent all the way to Woodstock; some heavy work has to be encountered in crossing the wide creeks, which cannot possibly be avoided or materially reduced by any diversion of the line: nevertheless the quantities of excavation are comparatively light, and the general direction good; through 16 miles of Forest, and 6 miles cleared land, there is no curvature of less radius than 1910 feet, and only three of these to Woodstock. The grades may also be considered as favorable, the maximum being 62 feet to the mile for one mile, and in the direction of the down traffic. This is, without exception, the most practicable route from Eel River to Woodstock. The comparative estimates however exhibit the cost of construction as £37,527 in excess of those of the upper routes by the Houlton Road. We may also mention in connection with this route, that its extension beyond Woodstock by way of the eastern branch of Lanis Creek, is also the most favorable and practicable egress that can be found over such a very rough country as presents itself in that vicinity: for 10 miles northward, 65 feet grades are absolutely necessary to reach the summit level, the only

redeeming qualification, being that the declivity is to the south towards St. Andrews, and is therefore favorable to the down traffic.

The work on the first 10 miles section from Canterbury is of the heaviest character.

From Canterbury to St. Andrews is .65 miles.

The road is said to be completed and in good running order.

The number of way stations including Canterbury is 12.

The Gauge is 5ft. 6in., uniform with the European and North American Railway (St. John and Shediac.)—I was unable to obtain reliable information as to grades, curves or permanent way.

Embankments are 15ft. wide at formation level, slopes  $1\frac{1}{2}$  to 1.

Earth Cuttings " 30 " " " "

Rock " " 24 " " " vertical.

Bridge abutments of Ashlar Coursed, or in coursed Rubble.

" Superstruction of Timber.

Culverts are of Cedar Timber or dry rubble masonry coursed.

The Company has a Grant from the Government of all vacant lands within a distance of 5 miles on either side of the Railway. A large proportion of these lands are represented as being very valuable as well for agricultural as for lumbering purposes. It is stated that the harbour of St. Andrews is occasionally frozen, also that the depth of water at the entrance is insufficient. The first statement is incorrect. But with reference to the depth of water it is stated in the Report of the Board of Works for 1858, that 40,000 c. yds of dredging might perhaps be sufficient to make the entrance of the Harbour available for a depth of 8 feet at lowest spring tides, this would enable a vessel drawing 20 feet to come into the Harbour at half tide. Spring tides rise from 24 to 26 feet, and neaps from 20 to 22. Chancook Harbour about 4 miles N. E. of St. Andrews, appears well adapted for Ocean Steamers. The Railway is said to skirt the shore of this Harbour.

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## APPENDIX D.

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(FRONTIER ROUTE, LINE No. 2.)

*Correspondence in reference to the extension of the St. Andrews and Woodstock (the New Brunswick and Canada) Railway to River du Loup.*

*St. Andrews, 5th September, 1864.*

DEAR SIR,

On my arrival in Town on Saturday evening last, Mr. Osburn placed in my hands your letter to him of the 20th ult., in which you express a desire to be furnished with a copy of my Report of a Survey conducted by me during the Winter of 1861, for the extension of the St. Andrews Railroad to the Canadian Frontier.

I have now great pleasure in presenting you with copies of Reports I then made, and gladly avail myself of a brief sojourn at home, to put you in immediate possession of any useful information they may contain.

Your very truly,  
WALTER M. BUCK.

SANDFORD FLEMING, ESQ.,  
Civil Engineer, &c., &c.,  
Tobique.

*St. Andrews, N. B., 3rd February, 1862.*

HENRY OSBURN, ESQ., Manager.

Dear Sir,

I beg to submit the following Report upon the Preliminary Survey recently made in two sections, viz: from the south branch of the Meduxnickag river (at which place the former Richmond-Corner and Hillman-Valley locations terminated) to the St. John River at Wilson's, and from the Grand Falls southward to the Tobique river at Hutchinson's.

This survey was commenced on October 15, 1861, and was continued to the 7th of January, 1862, but was not completed at this period; the section of country between the river St. John, at the proposed crossing place at Wilson's by the Hardwood Creek, and thence by the Valley of the Menguart river, and over the summit ridge, which divides the head waters of the latter from that of the Trout brook and Otellock river, to the Tobique river being left untouched; as also the section of country north of the Grand Falls to the Canadian Frontier.

The greater portion of this proposed route from the river St. John, has been traced on foot through the Woods, in company with a small party necessarily organized for such an expedition, amongst whom were men whose knowledge of the localities, obtained from lumbering operations, justified their engagement, whilst others were employed for the purpose of sacking or carrying the camp equipage and provisions. The time occupied in making this exploration to within a few miles of the Canadian Frontier, from leaving St. Andrews, was forty days, and you will observe from the copious notes taken during this period, that the examination was carefully made, although under many difficulties, arising from the continued inclemency of the weather. The surveying party on the section from Richmond forward, under the direction of Mr. Chas. Haslett, received instructions to pursue a route that was considered to be the most eligible and practicable in the direction of the river St. John, this portion of the country having been better known from previous travelling.

The other party, under the direction of Mr. John Otty, were sent forward to the Grand Falls, and received instructions to commence the survey at that place, and on the west side of the river, working southward, until it should become known from a reconnaissance on the east side of the river, through the interior of the country, whether a line of road was practicable or not from the Tobique river to the Grand Falls; the examination

having established the affirmative, the surveying party were ordered to abandon their work on the west side of the river, with which they were progressing most favorably, and to commence fresh operations on the east side, near the head of the Mooney brook, a tributary to the Big Salmon river.

The Munguart river and Trout brook district was also examined: the Valleys of these waters are intercepted by a summit ridge, which will require more precise instrumental exploration, than could otherwise be made, to ascertain the maximum grades that will have to be adopted; on the other two sections the maximum grade is but 53 feet per mile. It was intended to have contour levels taken over this portion of the route, and also all other levels properly connected and reduced from one Datum, but unfortunately the surveying parties had to abandon all further operations on account of severe snow storms and other causes. It would however take but a short time to connect the whole work by these levels at an early and more favorable period, the expense incurred would be but trifling in comparison with the great importance of having continuous levels and known relative elevations.

The section of country between the Grand Falls and the Canadian Boundary was next explored, and proved the most favorable for Railway construction. The general proposed direction will be by the Valley of the Dead-brook, and Second Beaver-brook, crossing the Grand river on its marginal flats, thence by the Sigas-lake and branch across the Sigas-river, and stretching almost directly across to the forks of the Quisibis river; thence across the Green River to the front of the Green mountain, and approaching the main river at St. Basil, which will be the nearest touching point; and then along a table-land at the foot of the Green river ridges to the Iroquois river, and up the Valley of this river to the Canadian boundary, where Mr. Rubidge, the Engineer in charge of the Canadian Survey, terminated his explorations, having pronounced the former proposed route to the westward of the Temiscouata lake, on instrumental examination, to be entirely impracticable.

Your attention is particularly requested to the accompanying map, shewing the line of the Halifax and Quebec Railway and its connections, &c.; it has been taken from a published pamphlet "On the political and economical importance of completing the line of railway from Halifax to Quebec," by Joseph Nelson. You will observe that the yellow tinted line, being the proposed central line for the Intercolonial railway, is traced to the westward of the Temiscouata lake evidently shewing that at the time the map was prepared and the proposed route marked thereon, nothing was then known of its actual practicability; the same may be said of that portion also which is lined between the Tobique river and the Dégelé, at the foot of the Temiscouata lake. During the recent exploration, Green Mountain, which is said to be upwards of one thousand feet above the St. John river, was ascended to its snow-clad top, and the view of the country to the eastward and northward was sufficient to impress me with the impracticability of extending a road on that side of the mountain, through such a mountainous region; when I say impracticable, I mean by it a most unjustifiable expenditure in construction.

Herewith is also furnished a profile of 17 miles of the survey between Grand Falls and Tobique river, likewise an estimate of the cost of construction of—

|                                                |              |
|------------------------------------------------|--------------|
| 50 miles of the proposed route amounting to    | £295,000 cy. |
| That of the first 30 miles, averaging per mile | 5,440 Stg.   |
| And that of the other 20 miles                 | 3,643 "      |

These estimates may be received as full and ample for the respective sections only, and I trust that so far as this winter survey has been extended, the result will be considered satisfactory.

WALTER M. BUCK,  
Engineer in charge of Survey.

*St. Andrews, N. B., 8th March, 1862.*

HENRY MAUDSLAY, Esq.,  
of London,  
Board Director N. B. and C. R. R.

DEAR SIR,

In accordance with your request I beg to submit the following Report as supplementary to that of 3rd February last.

The site intended for the Station buildings at the Richmond terminus (so called) is at McGeorge's, on the Hillman Valley; the grounds will be level for 1800 feet and can be graded on embankment to any extent in width that may hereafter be required; this portion was selected, as at first proposed, in consequence of a heavy ascending grade of 56 feet per mile being required to reach the summit at the Houlton and Woodstock road in a deep cutting and would not be suitable for the approach to the station.

The descent from the summit to the Valley of the Meduxnickeag river is made by adopting steep gradients, one of 60 feet per mile being employed for a short distance.

From the point of intersection with the high road the distance to the Woodstock is reckoned as 7 miles, and to Houlton 5 miles; Houlton is situated about 3 miles within the boundary line.

The preliminary survey recently made for the extension of the line northward, was carried to within 3 miles of the St. John river, at Wilson's, opposite the Hardwood Creek, at which place, the crossing will necessarily be on a high level of about 100 feet above water surface, the width of the river being fully 800 feet. The partial location made was twenty-seven and a half mile through a thickly wooded country, and in order to obtain correctly the positions and elevations of points through which it was desirable to pass, the public and bye roads were traversed, and levels taken; forty-three miles of this work has been accomplished in addition to the other work, and from which a topographical plan of this portion of the country can be made whenever required.

At the south branch of the Meduxnickeag river, which has its rise in the State of Maine, and joins the St. John water at Woodstock, the line crosses above the Falls, and at a level of 55 feet above water surface. The fall of the river to Woodstock is about 215 feet in a distance of 8 miles, or thereabouts, so that a branch line into Woodstock along the Valley of this river would be perfectly practicable; the total distance to this point from St. Andrews is 96 miles.

The north branch of the Meduxnickeag river is next crossed at the 98th mile, with an ascending grade, about 35 feet above water level; the crossing is almost on the square and a little below the third falls, and over solid rock; both sides may be considered as natural formed abutments for bridging.

The location from Fulcan's on the 92nd mile and for about three miles forward, must of necessity approach and run parallel to the boundary line within a mile distance, and at the crossing of the Meduxnickeag south branch within one and three quarter mile. From the north branch the line takes an easterly course and crosses the little Presqu'isle river at the 106th mile, in the Williamstown village, this stream flows from the Williamstown lake to the St. John river, about 6 miles apart. The lake is a fine sheet of water two miles in length, and one mile in width. The village of Williamstown is about 14 miles from Woodstock, and within 5 miles of the boundary line, the river at this place affords excellent water power for Saw mills, and the village would, no doubt, become a thriving place when accessible by railway.

From this point forward the location takes a northerly course with uniform grades, to within 2 miles of the big Presqu'isle river on the 112th mile. This river which has its source in the State of Maine is crossed on the level 75 feet above water surface: it is approached from the south with a 49 feet grade, and from the north with a 53 feet grade; the point of crossing is within 2 miles of the St. John river, and six miles of the boundary line, and pursues a northerly course to the St. John river, at Wilson's, in Upper Wicklow, opposite the Hardwood Creek.

The location was not completed to this point, but as the public roads were traversed, and an exploration made through the woods, it was concluded that the character of the country did not vary much, and the estimates were framed upon the same average quantities per mile.

From Fulcan's on the 92nd mile to the St. John river on 120th mile, the quickest curvature necessarily employed is 3° or 1910 feet radius, and this between the branches of the Meduxnickeag river, and to within a mile of the Florenceville road (14 miles beyond the Meduxnickeag) the location chiefly consists of tangents, no quicker curvature being required than one mile radius; and from Florenceville to the St. John river, the location is also principally on tangents, the sharpest curvature being half a mile radius.

Three fourths of this section has been partially located and presents 20 miles of

straight line, 5 miles of  $1^\circ$  curvature or 5730 feet radius, and 5 miles of  $2^\circ$ ,  $2^\circ 30'$  and  $3^\circ$  curves, the radii being 2865 ft., 2292 ft., and 1910 ft.; the maximum gradient is 53 feet per mile.

The quantities estimated on this section are for Earthwork 26,000 cubic yards, and for rock 1666 cubic yards per mile. The total estimated cost of construction including masonry, bridging, ballasting, superstructure and station buildings, &c., will average £5,500 Stg. per mile.

The banks and bed of the St. John river, at the proposed crossing consisting of rock formation, and the narrowest place as well, it is admirably adapted for bridging, more especially as there is a fine granite quarry in the immediate vicinity. The approaches on either side of the river will involve heavy embankments, but the grades will be favorable.

The next portion of country between the St. John and Tobique rivers, through which the line would traverse, has not been surveyed, and but partially explored; this length of line will be about 26 miles. After leaving the Hardwood creek which heads in the Moose Mountain range, it follows in a northerly direction the valley of the Munguant river, and crosses northerly the dividing ridge between the head waters of the tributaries to the St. John and Tobique rivers; it then continues by the head of Trout brook and takes the valley of the Otelloch river for some distance, then diverges across to the Tobique river below the mouth of the Otella river. No levels have been run over this district, consequently no profile has been furnished, and the summit level has not been ascertained.

On reference to the Map it appears that the proposed route for the central line is laid down to cross the Tobique river, seven miles upstream near to the Wapskehegan river, and the Major Robinson central route crosses as far up as the Gulquac river; both these lines pass through a more difficult country than that in the neighbourhood of the Munguant, as the eminences in the range of the Tobique mountains increase in altitude as you ascend the river up to the Blue Mountain, about 50 miles from the mouth. The country between St. John and Tobique rivers is thickly wooded; spruce and birch being the predominant growth; the land is not settled upon within the banks of the river, but it is pronounced to be of good quality.

The survey of the section between the Grand Falls and the Tobique river, the party working southwards, commenced on the 28th October last, the distance being about 20 miles through an unbroken wilderness. A line was first started two miles to the eastward of the Grand Falls, and run along a valley to the Salmon river, in the direction of the Little Salmon: this was taken as the shortest line, but as the first stream could not be crossed to advantage without adopting a 70 feet grade to descend from the summit within two miles, which was considered objectionable, although not strictly so upon a trial-survey, the line was abandoned, and a position taken up three miles still further to the eastward of the Falls near the head of the Mooney-brook, being a much lower level than at first chosen. The descent of the brook is made with a 53 feet grade for two and a half miles to its mouth, the Salmon river being crossed at a level of 22 feet above water, with the same grade continued to the end of the third mile.

A succession of uniform grades with light work is then continued to the crossing of the Little Salmon at the forks on the 6th mile and from this point an ascent is made up the Valley of the stream to its head, and that of Little river (a small stream flowing to the St. John) and to the summit level on the 16th mile; the total rise being 354 feet in nine miles, or an average grade of 39 feet per mile, but on account of a level interval occurring, a grade of 53 feet per mile has to be introduced for nearly half the distance.

Little Salmon river is a very tortuous stream, and it will be necessary for the line to cross it frequently, unless bridging can be dispensed with by making diversions; it can be spanned by a 30 feet girder bridge at any place.

Some rather abrupt land occurs near to the summit, but it is the only heavy work (by comparison) on the whole of this length, viz: an embankment containing 50,000 cubic yards, and a cutting 2000 feet in length, with a maximum depth of 25 feet.

After passing over this summit the line falls into the Valley of the Bear-brook on the 17th mile, and within about 3 miles of the Tobique river at Hutchinson's, at which place the river is probably 400 feet wide.

The quantities estimated are, for earthwork, 18,350 cubic yards, and for rock 1,150



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cubic yards per mile, the estimated cost per mile for all materials as on the Richmond section is about £3,650 Stg.

It is to be regretted that this survey was commenced at such a late season of the year, the snow being at the deepest, and the days at their shortest; had it been taken in hand during the summer or the fall of the year, double the amount of work could have been performed to much better advantage, and provisions would have been at lower prices; however as it was a necessity at the time instructions were first received, it can only be said that all that human effort could accomplish in the woods at such a period, was done.

In addition to the foregoing I beg to refer you to my Report, dated 3rd February last, addressed to the Manager, and forwarded by him to your Board of Directors.

WALTER M. BUCK,  
Engineer in charge of Survey.

## APPENDIX E.

(CENTRAL ROUTE, LINE NO. 8.)

*Report on Exploration from the Village of Boiestown across the Tobique Highlands.*

SANDFORD FLEMING, Esq.,  
 Chief Engineer,  
 Intercolonial Railway.

DEAR SIR,

In accordance with instructions, verbal and written, received from you in March last, I proceeded to make an exploration of the country from the village of Boiestown, northward to the sources of the Dungarvon, Rocky Brook and Gulquac rivers, and now beg leave to hand you the following remarks :

Having placed an Aneroid Barometer in the hands of a careful party at Boiestown, with instructions to note its changes at certain periods of the day, and to record name on a table previously prepared by myself; I started for the point previously arranged, (viz.) the boundary line between the counties of York and Northumberland, and immediately west of the Upper Falls of the main Dungarvon, commenced operations by running a series of lines diverging from this point in order to ascertain the main features of the country; I found however that these lines so frequently carried me over the tops of high mountains, that it would be necessary to adopt a different system of working, and confine my explorations to the several streams, which in this part of the country cannot be said to run through valleys, but merely Gorges varying in their breadth from the simple width of the river to perhaps a quarter of a mile and bounded on both sides with high land broken only by the defiles of the few mountain streams that feed the main rivers.

Having decided on the above line of operations I first traced the main Dungarvon from a point about three miles below the "Upper Falls" to its sources, the most northerly of which I found to be at an elevation of 1215 feet above Boiestown; I then followed a branch of this stream running in a northwest course from the vicinity of the "Upper Falls," and found it to head in still water to the west of the county line before mentioned and continuing on passed over the dividing ridge between the Dungarvon river and the Rocky Brook, at an elevation of about 930 feet; from this point I followed two valleys or gorges running in different directions to the Rocky Brook around a high hill as you take notice at Obs. No. 33; the Rocky Brook on the west side of this hill passes between very precipitous rocky banks, which would render the building of a railway at this point an expensive matter, this can however be avoided by following the two valleys mentioned; continuing on up the Rocky Brook I first explored the right hand branch which, after passing between very precipitous rocky banks, and over these Falls, takes its rise in a large lake at an elevation of 1118 feet, quite surrounded by high hills, through which I could not see any depression, at least in the direction that I wished; returning to the Forks, followed up the left hand branch and found it to head in a Lake at an elevation of about 950 feet, passed on over a dividing ridge of about a quarter of a mile in length, and at a height of 965 feet, and entered upon the head waters of a branch of the Clearwater Brook, followed it for several miles through Lakes, Streams and Beaver Dams, &c., till it reached the Main Stream, thence up this stream to its source which I found to be in a Swamp or Barren at a height of 1513 feet, this being the summit level between the Clearwater Brook and the Gulquac River.

On the annexed sketch I have put a number of heights with the number of the observation above it for the guidance of any party that may be sent out to carry on the detail survey; all my observations are marked on Trees with red chalk and numbered consecutively, as also all the lines run are numbered as shown in the sketch.

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Owing to the winter being so far advanced before I started out on this survey, I was obliged to move with great rapidity from one part to another, as I found the rivers breaking up very fast and the danger of freshets setting in was every day increasing, this of course prevented me exploring the country as far or as minutely as I had at first intended; and added to this rapid breaking up of the streams, I was still further impeded by the continuance for a whole week of a snow storm just at the time that I was in the region of the head waters of the Gulquac and Clearwater; this rendered any attempt at a topographical delineation of the country impossible. I have, however, laid down some of the features of the country thereabouts as far as was possible from lines run under the circumstances, and have also sketched on in blue ink the most probable route for a Railway line through this section of country, which, so far as my explorations extended, shew it to be quite practicable from the Miramichi side, but owing to the sudden breaking up of the streams, I did not deem it prudent to venture further into the country, consequently I returned by the shortest route (viz.) the Wapskehegan river, down which we were obliged to travel on rafts or catamarans; this of course prevents me giving you any correct report of the country along the Gulquac, but from what little I saw of it and the height of its head above its junction with the Tobique which cannot be more than 550 feet in a distance of about fifteen miles, places this route quite within the range of practicability.

Owing to the depth of snow on the ground, I had not an opportunity of judging of the soil for agricultural purposes, but from the timber found on the high lands (Birch and Maple), I should deem it to be of a character suitable for such uses; but the lower levels and barrens were generally covered with Cedar, Spruce and Hacmatack; the most of the country travelled over by me will yield good building material for the ordinary structures used on a Railway.

In conclusion I may add that the general features of the country are favorable for the construction of a Railway, as the banks of the streams in most cases recede from the water at a uniform rate of inclination.

I am,

Yours truly,

W. H. TREMAINE.

Halifax, May, 1864.

## APPENDIX F.

REMARKS on the shortest lines of Communication, between America and Europe, in connection with the contemplated Intercolonial Railway.

In the Northern United States many leading men who take a prominent part in directing the great works of intercommunication of the country, have long aimed at an extension of their Railway System to some extreme eastern Port on the Continent; their object being to shorten the Ocean passage and the time of transit, between the great commercial centres of the Old and New Worlds.

A plan was propounded in 1850 by which it was proposed to connect the cities of New York and Boston with Halifax, by a Railway stretching across the State of Maine, the Provinces of New Brunswick and Nova Scotia.

The originators and promoters of this plan correctly assumed, that the necessities of trade, would sooner or later require the adoption of the shortest possible sea voyage between the two Continents.

This scheme appears to have found no little favor in New Brunswick and Nova Scotia.

The line of Railway then projected was designated "The European and North American Railway," hence the name of that important section of it, constructed and in operation, between St. John, New Brunswick, and the Isthmus which connects that Province with Nova Scotia.

The whole scheme as originally proposed has, ever since its projection, been kept prominently in view; and there only now remains to complete it, the link between Moncton and Truro (common to the Intercolonial Railway) and that other link between St. John and Bangor, so warmly advocated at the present time in the States of Maine and Massachusetts. The whole project has still many advocates in both the Provinces referred to.

These Railway links completed, the city of Halifax would be connected with the whole of the United States, and the Ocean passage between the Railway systems of Europe and America would be reduced to the distances between Halifax on the one side, and Galway, or some other Port on the west coast of Ireland, on the other.

It is a question, however, if Halifax would permanently remain the Entrepot for Ocean Steamers. The same considerations which so strongly influenced the originators of "The European and North American Railway," and which still so powerfully weigh with its promoters, would induce them or their successors to look for a point of embarkation still nearer Europe than Halifax.

Halifax might then have to give way to the most easterly Harbour in Nova Scotia; and should the bridging of the Gut of Canso not defy engineering skill and financial ability, the great European Terminus of all the Railways on this Continent might yet be situated on the Island of Cape Breton.

There are two good Harbours on the easterly coast of Cape Breton, the one at Sydney where the best of coal abounds, and the other, the Old French Harbour of Louisburg where similar advantages may obtain. Sydney and Louisburg are respectively about 160 and 180 miles nearer Europe than Halifax, and although it is said they are not open ports all the year round, yet they are undoubtedly open during the great travelling season, and whilst open, being so much nearer Europe than Halifax they would then without question be preferred.

These considerations very naturally lead to reflections on the whole subject of Transatlantic communications, and the important question presents itself: what route may ultimately be found the *very speediest* between the Old world and the New?

Newfoundland, a large Island off the main land of North America, and Ireland an Island off the European coast, resemble each other in being similar outlying portions of

the Continents to which they respectively belong. Possibly they may have a more important similarity and relationship, through the remarkable geographical position which they hold, the one to the other, and to the great centres of population and commerce in Europe and America.

A glance at the chart of the Atlantic will shew that between Ireland and Newfoundland the Ocean can be spanned by the shortest line.

Ireland is separated from England and Scotland by the Irish Channel; Newfoundland is separated from this continent by the Gulph of St. Lawrence. Already railways have reached the western coast of Ireland and brought it within sixteen hours of the British capital. Were it possible to introduce the Locomotive into Newfoundland, and establish steam communications between it and the cities of America, a route would be created from Continent to Continent having the Ocean passage reduced to a minimum.

This route would not be open for traffic throughout the whole year; during certain months, the direct course of steamers would be so impeded by floating ice, that it could not with certainty or safety be traversed. It therefore remains to be seen whether the route has sufficient advantages whilst open, to recommend its establishment and use, during probably not more than seven months of the year.

In this respect the Newfoundland route must be viewed precisely in the same light as many other lines of traffic on this Continent, and possibly it may be found of equal importance. Of these works may be mentioned the Canals of Canada and the United States, which, although closed to traffic during winter, have justified the expenditure of enormous sums of money in their original construction, and in repeated enlargements and extensions.

Having alluded to the great objection to a route across Newfoundland, we may now proceed to enquire into its merits.

The track of Steamers from the British coast to New York, and to all points north of New York, passes Ireland and Newfoundland, either to the north or to the south; the most usual course, however, is to the south of both Islands. Vessels bound westerly, make for Cape Race on the south-easterly coast of Newfoundland; whilst those bound easterly, make Cape Clear on the south-westerly angle of Ireland. Not far from Cape Race is the Harbour of St. Johns, and near Cape Clear is the Harbour of Valentia; the one is the most easterly Port of America, the other is the most westerly Port of Europe. They are distant from each other about 1640 miles.

The Irish Railways are not yet extended to Valentia, but they have reached Killarney, within about 30 miles of it.

From St. Johns across Newfoundland to the Gulph of St. Lawrence the distance is about 250 miles. On the St. Lawrence coast of the Island, the Chart shews two Harbours, either of which may be found available as points of transhipment; the one St. Georges Bay, the other, Port au Port; they are situated near each other, and both are equally in a direct line from St. Johns westerly to the main land.

On the westerly shore of the Gulph we find at the entrance to the Baie des Chaleurs, the Harbour of Shippigan, mentioned in the body of the report on the surveys of the Intercolonial Railway.

From St. George's Bay to Shippigan, the distance is from 240 to 250 miles. Shippigan may be connected by means of the contemplated Intercolonial Railway with Canada and the United States.

Although a very little only is known of the physical features of Newfoundland, from that little we are justified in assuming that the construction of a Railway across it from east to west is not impracticable.

Perhaps the only white man who has travelled entirely through the interior in the general direction of the projected Railway route is Mr. W. E. Cormack.

This gentleman travelled across the country many years ago, from Trinity Bay on the east, to St. George's Bay on the west. He left the eastern coast about the beginning of September, and reached St. George's Harbour on the 2nd of November.

From Mr. Cormack's account of his journey, it would appear that although a belt along the coast is hilly and broken, much of the interior is comparatively level, consisting of a series of vast savannas.\*

\* The features of the country assume an air of expanse and importance different from heretofore. The trees become larger, and stand apart and we entered upon spacious tracts of rocky ground entirely

It is more than probable that the interior may be reached by some of the Rivers or numerous Inlets, which on the map seem to pierce the mountainous belt extending along the margin of the Island.

The line of Steam communication from Great Britain across Ireland and Newfoundland, and by the contemplated Intercolonial Railway to the Interior of North America, possesses some important recommendations as will presently be seen. It will however first be necessary to allude to the question of speed.

At the present time Ocean Steamers generally carry both freight and passengers, and in this respect they are like what are termed "mixed trains" on Railways. These mixed trains are employed to serve localities where there is not sufficient passenger and freight traffic to justify the running of separate trains.

On Railways doing a large business, the traffic is properly classified; fast trains are run to carry passengers and mails only, whilst slow trains are used to convey heavy freight. A similar classification of Ocean traffic may be suggested. Freight will naturally go by the cheapest mode of conveyance, while Passengers and Mails will seek the speediest.

It is well known that the shape of a Steamship, other things being equal, governs her speed. The shape again depends on the load she may be constructed to carry: if the Ship is required only for Mails and Passengers and such voyages as need but a small quantity of fuel, she may be constructed on a model both sharp and light, and thus be capable of running more rapidly than if built to carry heavy and bulky loads. A Steamship for heavy loads may be compared to a dray horse, whilst one made specially for passengers and rapid transit may resemble a race horse, and like the latter the less weight carried the more speed will be made.

clear of wood. Every thing indicated our approaching to the verge of a country different from that we had passed over.

On looking towards the sea coast, the scene was magnificent. We discovered that, under the cover of the forest, we had been uniformly ascending ever since we left the salt water at Random Bar, and then soon arrived at the summit of what we saw to be a great mountain ridge, that seems to serve as a barrier between the sea and the interior. The black dense forest through which we had pilgrimaged presented a novel picture, appearing spotted with bright yellow marshes, and a few glassy lakes in its bosom, some of which we had passed close by without seeing them.

In the westward, to our inexpressible delight, the interior broke in sublimity before us. What a contrast did this present to the conjectures entertained of Newfoundland! The hitherto mysterious interior lay before us—a boundless scene—emerald surface—a vast basin. The eye strides again and again over a succession of northerly and southerly ranges of green plains marbled with woods and lakes of every form and extent.

The great external features of the eastern portion of the main body of the Island are seen from these commanding heights. Overland communication between the bays of the east, north, and south coasts, it appears, might be easily established. The chief obstacles to overcome, as far as regards the mere way, seem to lie in crossing the mountain belt of twenty or forty miles wide on which we stood, in order to reach the open low interior. The nucleus of this belt is exhibited in the form of a semi circular chain of insulated masses and round backed granitic hills generally lying N. E. and S. W. of each other in the rear of Bonavista, Trinity, Placentia, and Fortune Bays. To the southward of us in the direction of Piper's Hole in Placentia Bay, one of these conical hills, very conspicuous, I named "Mount Clarence" in honor of His Royal Highness, who, when in the navy, had been in Placentia Bay. Our view extended more than 40 miles in all directions. No high land, it has been already observed, bounded the low interior in the west.

September 11.—We descended into the bosom of the interior. The plains which shone so brilliantly are steppes or savannas, composed of fine black compact peat mould, formed by the growth and decay of mosses. They are in the form of extensive, gently undulating beds, stretching northward and southward, with running waters and lakes skirted with woods lying between them. Their yellow green surfaces are sometimes uninterrupted by either tree, shrub, rock or any irregularity, for more than ten miles. They are chequered every where upon the surface by deep beaten deer paths, and are in reality magnificent natural deer parks, adorned with wood and water.

Our progress over the savannah country was attended with great labour and consequently slow, being at the rate of from five to seven miles a day to the westward, while the distance walked was equivalent to three or four times as much.

Always inclining our course to the westward, we traversed in every direction, partly from choice in order to view and examine the country, and partly from the necessity to get round the extremities of lakes and woods, and to look for game for subsistence. We were nearly a month in passing over one savanna after another. In the interval there are several low granitic beds, stretching as the savannas northerly and southerly."

*Narrative of a journey across the Island of Newfoundland, by W. E. Cormack.*

If these views are correct, it is clear that the speed of Ocean Steamships might be considerably increased when constructed for a special purpose. The distance between St. Johns, (Newfoundland) and Valentia is not much more than half the distance between Liverpool and New York; and hence about half the quantity of Coal and Supplies would be required for the Passage, between the former points.

It is quite obvious therefore that a Steamship constructed specially to run between St. Johns and Valentia, and for the purpose of carrying only Passengers and Mails, with such light Express matter as usually goes by passenger trains, would attain a much higher rate of speed than existing Ocean steamers.

A rate of 16½ miles per hour is thought to be quite possible: the distance between Valentia and St. Johns is 1640 miles. At this assumed rate therefore the Ocean passage might be accomplished in 100 hours.

With regard to the speed on land, it appears from Bradshaw's Railway Guide, that the Irish mails are regularly carried between London and Holyhead at the rate of 40 miles an hour including stoppages. that the Irish Channel is crossed at the rate of 16 miles an hour, including the time required for transhipment at Holyhead and Kingstown, and that the mails reach Queenstown some 16 hours after they leave London. Valentia is very little further from Dublin than Queenstown, and on the completion of a Railway to Valentia, there is nothing to prevent it being reached from London in the same time now occupied in carrying the mails to Queenstown.

Galway has been mentioned as a proper point to connect with Ocean Steamers, it is fully an hour nearer London than Valentia, but probably three hours (in time) further from America.

Although 40 miles an hour is a common rate of speed on the Railways in England, it is not usual to run so rapidly on this side of the Atlantic.

On the leading passenger Routes in the United States, 30 miles an hour including stoppages is attained, although a rate of 25 miles an hour is more commonly adopted.

On lines frequently obstructed by snow drifts, it is not easy to maintain in Winter a rapid rate of transit, but in Summer with the rail track and rolling stock in a fair condition of repair, there is no difficulty in running at the rate of 30 miles an hour with passenger trains: and therefore this rate of speed, may reasonably be assumed as that at which the mails might be carried overland, to various points hereafter referred to on this Continent.

Having fixed upon a practicable rate of speed by land and water, the time necessary for the conveyance of the Mails from London to New York, by the projected route, may now be ascertained:

|                                                                  |            |
|------------------------------------------------------------------|------------|
| From London to Valentia at present rate of speed in England..... | 16 hours.  |
| “ Valentia to St. Johns, 1640 miles at 16½ miles per hour.....   | 100 “      |
| “ St. Johns to St Georges, 250 miles at 30 miles per hour.....   | 8½ “       |
| “ St. Georges to Shippigan, 250 miles at 16½ miles per hour....  | 15½ “      |
| “ Shippigan to New York, 906 miles at 30 miles per hour.....     | 31 “       |
| Total.....                                                       | 171 hours. |

It is thus apparent, that without assuming a rate of speed at all extraordinary, it would be possible to carry the Mails from London to New York in 171 hours, or 7½ days, by the route passing over Ireland, Newfoundland, and by the proposed Intercolonial Railway from Shippigan.

In order to compare the route referred to with existing lines, the results of the past year may now be presented.

PASSAGES BETWEEN LIVERPOOL AND NEW YORK.

| Name of Steamship Line.                                                 | West'n Pas.<br>d. h. m. | East'n Pas.<br>d. h. m. | Mean.<br>d. h. |
|-------------------------------------------------------------------------|-------------------------|-------------------------|----------------|
| <i>Inman Line.</i> —Average of 52 Eastern and 52 Western Passages.....  | 13 19 11                | 12 18 54                | 13 7           |
| Shortest passages.....                                                  | 11 5 0                  | 10 5 0                  | 10 17          |
| <i>Cunard Line.</i> —Average of 27 Eastern and 25 Western passages..... | 11 12 46                | 10 11 42                | 11 0           |
| Shortest passages.....                                                  | 9 17 0                  | 9 3 0                   | 9 10           |
|                                                                         | 98                      |                         |                |

PASSAGES BETWEEN SOUTHAMPTON AND NEW YORK.

| Name of Steamship Line.                                                     | West'n Pas<br>d. h. m. | East'n Pass.<br>d. h. m. | Mean.<br>d. h. |
|-----------------------------------------------------------------------------|------------------------|--------------------------|----------------|
| <i>Hamburg Line.</i> —Average of 23 Western<br>and 25 Eastern passages..... | 13 11 46               | 12 15 53                 | 13 1           |
| Shortest passages.....                                                      | 10 9 0                 | 10 17 0                  | 10 13          |
| <i>Bremen Line.</i> —Average of 20 Eastern<br>and 22 Western passages.....  | 14 8 27                | 12 9 42                  | 13 9           |
| Shortest passages .....                                                     | 10 17 0                | 10 19 0                  | 10 18          |

From the above it will be seen, that while the mean average of all the passages, made between Liverpool or Southampton and New York, ranges from 11 days up to 13 days 9 hours; it is estimated that by Ireland, Newfoundland, and Shippigan the passage could be made in 7 days 3 hours, nearly four days less time than the lowest mean average, and two days less than the shortest of 246 passages, if not the *very shortest* passage on record. These advantages alone are sufficient to attract the attention of business men, but the great recommendation of the Newfoundland route to most travellers, would be the shortening of the Ocean passage proper, from 264 hours (the average by the Cunard line) to 100 hours.

The above comparison has been made because the greatest number, and perhaps the best, Ocean Steamship Lines run to New York. A similar comparison with the Boston, Portland, and Quebec lines would show a result still more in favor of the Newfoundland route.

The following table, giving the time required between London and various points in North America, will show at a glance the great advantage which would accrue to the people of both hemispheres by the establishment of the *short Ocean passage Route*. By this table it will be seen that the Mails from London, could not only be carried to all parts of the British Provinces, and to all points in the Northern States, in a marvelously short space of time by the route herein projected, but that it is quite possible to deliver them on the shores of the Gulph of Mexico *in nine days*,—less time, in fact, than the shortest passages of the Cunard or of any other Steamers between Liverpool and New York.

*Time required to carry the Mails by the Proposed Short Ocean Passage, and by the Inter-colonial Railway from Shippigan.*

|                |                       |        |           |
|----------------|-----------------------|--------|-----------|
| From London to | St. Johns, N. F.....  | 4 days | 20 hours. |
| "              | " Shippigan .....     | 5 "    | 20 "      |
| "              | " Halifax .....       | 6 "    | 5 "       |
| "              | " St. John, N. B..... | 6 "    | 4 "       |
| "              | " Quebec ..           | 6 "    | 10 "      |
| "              | " Montreal .....      | 6 "    | 16 "      |
| "              | " Toronto.....        | 7 "    | 2 "       |
| "              | " Buffalo .....       | 7 "    | 6 "       |
| "              | " Detroit.....        | 7 "    | 8 "       |
| "              | " Chicago .....       | 7 "    | 20 "      |
| "              | " Albany.....         | 7 "    | 0 "       |
| "              | " New York.....       | 7 "    | 3 "       |
| "              | " Boston .....        | 6 "    | 19 "      |
| "              | " Portland .....      | 6 "    | 15 "      |
| "              | " New Orleans.....    | 9 "    | 0 "       |

Having shown that by shortening the ocean passage across the Atlantic to a *minimum*, the time of transit between the great centres of business in Europe and America can be very greatly reduced; so much so indeed that a reasonable hope may be entertained that the entire Mail matter passing between the two Continents, may eventually be attracted to the new route, it may be well now to enquire what proportion of Passengers may be expected to travel over it.

Before 1838 the only mode of crossing the Atlantic was by sailing ships: the passage commonly occupied from six to ten weeks, until the introduction of a superior class of vessels known as the American Liners; these fine ships made an average homeward passage of 24 days, and an average outward passage of 36 days.



The year 1838 saw the beginning of a New Era in transatlantic communications. Two Steam vessels crossed from shore to shore; one, "The Sirius" left Cork on April 4th, another "The Great Western" left Bristol on April 8th, and they both arrived at New York on the same day, the 23rd of April; the average speed of the former was 161 miles per day, that of the latter 208 miles per day.\*

"The Great Western" continued to run from 1838 to 1844, making in all 84 passages; she ran the outward trip in an average time of 15½ days, and the homeward trip in an average time of 13¼ days.

The Cunard Line commenced running in July 1840, with three steamers, "The Britannia," "The Acadia," and "The Caledonia," under a contract with the British Government to make monthly passages.

In 1846, under a new contract, the Cunard Company undertook to despatch a Mail Steamer once a fortnight from Liverpool to Halifax and Boston, and another Mail Steamer once a fortnight from Liverpool to New York. This service has been maintained with amazing regularity and increasing efficiency to the present day.

These were the pioneers of a system of Ocean Steam Navigation which has already done so much to increase the intercourse between the two Continents. By reducing the length and uncertainty of the voyage as well as the inconveniences, in many cases the miseries, which passengers had previously to endure, a vast deal of good has been accomplished.

The number and tonnage of Steamships engaged in carrying passengers and goods between the British Islands and North America has of late years increased with wonderful rapidity. In 1864 no less than *ten regular lines* of Ocean Steamers were employed in running either to New York or to Ports north of that City in the United States or in Canada. Of these ten lines, two were weekly and eight fortnightly, equivalent in all to six weekly lines; so that there were on an average six Steamships leaving each side weekly, or nearly one every day.

The total number of passengers carried by these various Steam lines during the past year was 135,317, and by far the largest number travelled during the Summer months.

It would not take a very large proportion of Passengers crossing in any one year to give employment to a *daily line of Steamers* on the short Ocean Passage route from St. John to Valentia or to Galway. A total number of 40,000 each way would give 200 passengers each trip, for seven months in the year.

It is obvious then that there is already abundance of Passenger traffic, if the purely passenger route under discussion, possesses sufficient attractions. To settle this point the advantages and disadvantages of the route must be fairly weighed.

The obstructions offered by floating ice during several months in the year, are insuperable while they last; during this period Halifax or some equally good port, open in winter, will be available.

The frequent transshipments from Railway to Steamship, and *vice versa*, may be considered by some an objection to the route; for conveyance of Freight they certainly would be objectionable, but most passengers would probably consider the transshipments, agreeable changes, as they would relieve the tedium of the journey:

With regard to the comparative safety of this route, it would seem as if the advantages were greatly in its favor. The portion of a voyage between New York and Liverpool, which seamen least fear, is that from Ireland to Newfoundland. It is well known that the most dangerous part of the whole voyage is along the American coast between New York and Cape Race, where thick fogs so frequently prevail; this coast line is about 1,000 miles in length and it has been the scene of the larger number of the disasters which have occurred. No less than fourteen or fifteen Ocean Steamships have been lost on this portion of the Atlantic Seaboard.†

\*These are not claimed to be the very first Steamships that crossed the Atlantic, as, in 1833, five years earlier, a Canadian vessel "The Royal William" of 180 horse power and 100 tons burthen, sailed from Quebec to Pictou, N. S., and thence to London.

† The following is a List of Ocean Steamships lost on the American Coast between New York and Cape Race. It may not be strictly correct, as it is compiled mainly from recollection:

|                   |                              |
|-------------------|------------------------------|
| The Columbia..... | on Seal Island, Nova Scotia. |
| The Humbolt ..... | mouth of Halifax Harbour.    |

The route which favors increased security from sea-risks, and which is the shortest in point of time, must eventually become the cheapest and in consequence the most frequented. If then the route proposed across Newfoundland and Ireland avoids many of the dangers of existing routes and reduces the Ocean passage proper to 100 hours, would not the current of travel naturally seek this route in preference to others, especially when time would be saved thereby?

If, as it has been shown, this route would reduce the time between London and New York some three or four days, and bring Toronto one third nearer Liverpool (in time) than New York is now; if it would give the merchant in Chicago his English letters four or five days earlier than he has ever yet received them; if it be possible by this proposed route to lift the Mails in London and lay them down in New Orleans in less time than they have ever yet reached New York, then it surely possesses advantages which must eventually establish it, not simply as an Inter-Colonial, but rather as an Inter-Continental line of communication.

These are purely commercial considerations, and however important they may be as such, the Statesman will readily perceive, in the project, advantages of another kind. It may be of some consequence to extend to Newfoundland, as well as to the other Provinces of British America, the benefits of rapid inter-communication. It will probably accord with Imperial policy to foster the Shipping of the Gulf and to encourage the building up of such a Fleet of swift Steamers as a Daily Line across the Ocean would require. It must surely be important to the Empire, to secure in perpetuity the control of the great Highway between the two Continents. It must be equally her policy to develop the resources and promote the prosperity of these Colonies—and to bind more closely, by ties of mutual benefit, the friendly relationship which happily exists between the people on both sides of the Atlantic.

The Chart which accompanies this will show, the important geographical position, which the British Islands and the British Provinces occupy, in relation to the shortest line of communication across the Ocean, between Europe and America.

|                                |                                   |
|--------------------------------|-----------------------------------|
| The City of Philadelphia ..... | Cape Race.                        |
| The Franklin .....             | Long Island, New York.            |
| The Indian .....               | near Canso, Nova Scotia.          |
| The Argo .....                 | near Cape Race.                   |
| The Hungarian .....            | Cape Sable, Nova Scotia.          |
| The Connaught .....            | Bay of Fundy.                     |
| The Caledonia .....            | Cape Cod.                         |
| The Anglo Saxon .....          | Cape Race.                        |
| The Norwegian .....            | St. Paul's Island, Atlantic side. |
| The Bohemian .....             | Cape Elizabeth, Portland Harbour. |
| The Georgia .....              | Sable Island.                     |
| The Pactolus .....             | Bay of Fundy.                     |

And another on Ragged Island, Nova Scotia, the name of which is not at present remembered by the writer.

# RETURN

To an Address of the Honorable the Legislative Assembly, dated 10th August, 1865; for Copies of all Correspondence, since the beginning of last Session, between the Government of Canada and the Governments of Nova Scotia and New Brunswick, in relation to Confederation of the British North American Provinces.

By Command.

W. McDOUGALL,

*Secretary.*

SECRETARY'S OFFICE,

Quebec, 18th August, 1865.

## LIST OF PAPERS.

- No. 1. Honorable A. H. Gordon to Lord Monck, 9th January, 1865.
- No. 2. Sir R. G. Macdonnell to Lord Monck, 9th January, 1865.
- No. 3. Lord Monck to Sir R. G. Macdonnell, 18th January, 1865.
- No. 4. Lord Monck to Lieutenant Governors, 30th January, 1865.
- No. 5. Honorable A. H. Gordon to Lord Monck, 8th February, 1865.
- No. 6. Lord Monck to Lieutenant Governors (one enclosure), 27th February, 1865.
- No. 7. Sir R. G. Macdonnell to Lord Monck, 9th March, 1865.
- No. 8. Lord Monck to Lieutenant Governors (one enclosure), 20th March, 1865.
- No. 9. Sir R. G. Macdonnell to Lord Monck, 4th April, 1865.
- No. 10. Sir R. G. Macdonnell to Lord Monck, 10th April, 1865.
- No. 11. Sir R. G. Macdonnell to Lord Monck, 3rd May, 1865.

(Copy.)

*Honorable A. H. Gordon to Lord Monck.*

FREDERICTON, N. B., 9th January, 1865.

MY LORD,—I have the honor to acknowledge the receipt of your Lordship's Despatch of the 23rd ultimo.

I have communicated that Despatch, with its enclosures, to my Executive Council, and when I receive the advice of its Members as to the steps which in their opinion may be best calculated to give effect to the Resolutions of the Quebec Conference, I will not fail to do myself the honor of again addressing your Lordship.

I have, &c.,

(Signed,)

ARTHUR H. GORDON,

His Excellency Viscount Monck,

&c., &c., &c.

*Sir R. G. Macdonnell to Lord Monck.*

(Copy.—No. 50.—Lieut. Governor's Office.)

GOVERNMENT HOUSE,  
Halifax, Nova Scotia, 9th January, 1865.

MY LORD,—I have the honor to acknowledge the receipt of your Lordship's Despatch of the 23rd December, transmitting copy of the reply of Her Majesty's Principal Secretary of State to your Lordship, expressing the views of the Queen's Government on the Resolutions adopted by the Quebec Conference.

2. In reference to the course which your Lordship suggests for the purpose of giving effect to the instructions of Her Majesty's Government, viz., to submit to the respective Legislatures the project of the Conference, I am in a position to state that this Government will take similar steps to those proposed to be taken in Canada, that is to say—when the papers and correspondence connected with the subject shall have been laid before Parliament, which I have summoned to meet on the 9th February, an Address to Her Majesty will be moved by the leader of the Government, praying Her Majesty to direct steps to be taken for passing an Act of the Imperial Parliament to unite the Provinces of British North America. The Resolutions of the Quebec Conference will be suggested as the general basis of such union, to be carried out in such manner as may be judged by Her Majesty's Government most compatible with the joint interests of the Crown and of these portions of the British Empire.

3. It is evident, from the communication of the Right Honorable the Secretary of State, that Her Majesty's Government expects to be aided in the preparation of a Bill embodying the suggestions of the Quebec Conference; by Deputations from the respective Provinces. It also appears to myself and the Members of my Government that to avoid the probable multiplied divergence of opinion in each Legislature—inseparable from discussing a great variety of details in several independent Parliaments—despite of a general agreement in the main objects and principles of the general scheme, it is better for these Provinces to avail themselves of the friendly arbitrament of the Queen's Government, and send Delegates to consult with the latter during preparation of the proposed Imperial Bill. The peculiar views of each Legislature might, if necessary, find appropriate expression in instructions to the Delegates from each.

4. This seems the wisest and most complete mode of disposing of all questions of Prerogative, as well as of all suggested amendments of the Quebec Resolutions. On all such points, I and my Council feel that the simplest and most effectual mode of serving these Provinces is to confide in the wisdom, discretion, and friendly disposition of the Imperial Government.

5. Any other course appears to this Government calculated to open a door to the renewal not of one but of as many Conferences as there are distinct Legislatures. Such a course might possibly end in the indefinite adjournment of all union, and this Government would view with serious apprehension the grave consequences and general embarrassment to public business which might be caused by thus holding in suspense such important questions, and protracting their discussion so late as to prevent their settlement by Imperial legislation within the current year.

6. I trust the above views of myself and of this Government coincide with those of your Lordship, and that all these Provinces may attain the early realization of their hopes of union by reposing a general confidence in the ability and wisdom of Her Majesty's Government to arrange satisfactorily whatever details the Quebec Conference may have left incomplete.

I have, &c.,

(Signed)

R. G. MACDONNELL.

The Right Honorable Viscount Monck,  
&c., &c., &c., Governor General.

(Copy.)

QUEBEC, 18th January, 1865.

SIR,—I have the honor to acknowledge the receipt of your Despatch of the 9th instant, in reference to the course to be pursued in the several Provincial Legislatures on

the subject of the proposed Union, and I will at once lay it before my Executive Council for their consideration.

I have, &c.,

(Signed,)

MONCK.

Lieut. Governor Sir R. G. Macdonnell, C.B.,  
&c., &c., &c., Nova Scotia.

*Lord Monck to the Lieutenant Governors of Nova Scotia, New Brunswick, Prince Edward Island, and to the Governor of Newfoundland.*

(Copy.)

QUEBEC, January 30th, 1865.

SIR,—I have the honor to transmit for your information a Copy of the Resolution which it is proposed by my Government to move in both Houses of the Legislature of this Province, on the subject of the proposed union of the British North American Provinces.

I also enclose, as printed by the Legislative Assembly, Copies of correspondence that has been laid before both Houses of the Canadian Legislature.

I have, &c.,

(Signed,)

MONCK.

Lieut. Governor Sir R. G. Macdonnell, C.B.

Lieut. Governor the Honorable A. H. Gordon, C.M.G.

Lieut. Governor George Dundas, Esquire.

Governor A. Mulgrave, Esquire.

(Copy.)

*Resolved*, That an humble Address be presented to Her Majesty, praying that She may be graciously pleased to cause a measure to be submitted to the Imperial Parliament for the purpose of uniting the Colonies of Canada, Nova Scotia, New Brunswick, Newfoundland and Prince Edward Island in one Government, with provisions based on the following Resolutions, which were adopted at a Conference of Delegates from the said Colonies, held at the City of Québec, on the 10th day of October, 1864.

*(Here follow the Resolutions, verbatim.)*

(Copy.)

*Mr. Gordon to Viscount Monck.*

FREDERICTON, N. B., 8th February, 1865.

MY LORD,—I have the honor to acknowledge the receipt of your Lordship's Despatch of the 30th ultimo, transmitting to me a copy of the Resolution which your Government propose to submit to the Canadian Legislature on the subject of the proposed union of the British North American Provinces; and also a Copy (printed) of some correspondence on the same subject.

I have, &c.,

(Signed,)

ARTHUR GORDON.

The Viscount Monck, &c., &c.

*Lord Monck to the Lieutenant Governors of Nova Scotia, New Brunswick, Prince Edward Island, and the Governor of Newfoundland.*

(Copy.)

QUEBEC, February 27th, 1864.

SIR,—I have the honor to enclose for your information a Copy of an Address which I have received from the Legislative Council of Canada, requesting me to transmit to Her Majesty the Queen an Address from that body, praying "that Her Majesty may be graciously pleased to cause a measure to be submitted to the Imperial Parliament for the purpose of uniting the Colonies of Canada, Nova Scotia, New Brunswick, Newfoundland, and Prince Edward Island in one Government, with provisions based on the Resolutions

which were adopted at a Conference of Delegates from the said Colonies, held at the City of Quebec, on the 10th day of October, 1864."

I have, &c.,

(Signed,)

MONCK.

Lieut. Governor Sir R. G. Macdonnell, C.B.  
Lieut. Governor the Honorable A. H. Gordon, C.M.G.  
Lieut. Governor George Dundas, Esquire.  
Governor Anthony Mulgrave, Esquire.

(Copy.)

To His Excellency the Right Honorable CHARLES STANLEY, Viscount MONCK, Baron Monck of Ballytrammon, in the County of Wexford, Governor General and Governor in Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY :

We, Her Majesty's dutiful and loyal subjects, the Legislative Council of Canada, in Provincial Parliament assembled, beg leave to approach Your Excellency with our respectful request, that you will be pleased to transmit our Address to Her Majesty on the subject of the union of Her Majesty's Provinces of British North America in such a way as to Your Excellency may seem fit, in order that the same may be laid at the foot of the Throne.

(Signed,)

U. J. TESSIER,

Speaker of the Legislative Council.

LEGISLATIVE COUNCIL, Monday, 20th February, 1865.

*Sir R. G. Macdonnell to Viscount Monck.*

(Copy—No. 78.—Lieut. Governor's Office.)

GOVERNMENT HOUSE,  
Halifax, Nova Scotia, 9th March, 1865.

MY LORD,—I have the honor to acknowledge the receipt of your Lordship's Despatch of the 27th February last, enclosing Copy of an Address from the Legislative Council of Canada, requesting your Lordship to Her Majesty the Queen an Address from that body, praying for an Imperial Enactment for the purpose of uniting the British North American Colonies.

I have, &c.,

(Signed,)

RICHARD GRAVES MACDONNELL,

Lieut. Governor.

His Excellency the Right Honorable Viscount Monck,  
&c., &c., &c., Quebec.

*Lord Monck to the Lieutenant Governors of Nova Scotia, New Brunswick, Prince Edward Island, and the Governor of Newfoundland.*

(Copy.)

QUEBEC, 20th March, 1865.

SIR,—I have the honor to enclose for your information a Copy of an Address which I have received from the Legislative Assembly of Canada, requesting me to transmit to Her Majesty the Queen an Address from that body, praying "that Her Majesty may be graciously pleased to cause a measure to be submitted to the Imperial Parliament for the purpose of uniting the Colonies of Canada, Nova Scotia, New Brunswick, Newfoundland, and Prince Edward Island in one Government, with provisions based on the Resolutions which were adopted at a Conference of Delegates from the said Colonies, held at the City of Quebec, on the 10th day of October, 1864."

I have, &c.,

(Signed,)

MONCK.

*Sir R. G. Macdonnell to Lord Monck.*

(Copy.—No. 94.—*Lieut. Governor's Office.*)

GOVERNMENT HOUSE,  
Halifax, Nova Scotia, 4th April, 1865.

MY LORD,—I have the honor to acknowledge the receipt of your Lordship's Despatch of the 20th of March, enclosing Copy of an Address from the Legislative Assembly of Canada, requesting your Lordship to transmit to Her Majesty the Queen an Address from that body, praying for an Imperial Enactment for the purpose of uniting the British North American Colonies.

I have, &c.,

(Signed,)

R. G. MACDONNELL,  
Lieut. Governor.

His Excellency the Right Honorable Viscount Monck,  
&c., &c., &c.

*Sir R. G. Macdonnell to Viscount Monck.*

(Copy.—No. 97.—*Lieut. Governor's Office.*)

GOVERNMENT HOUSE,  
Halifax, Nova Scotia, 10th April, 1865.

MY LORD,—I have the honor to transmit, for your information, Copy of a Resolution moved by this Government, in the Nova Scotia Assembly, this day.

That Resolution is to the effect that, as immediate union of the British North American Provinces has now become impracticable, the original proposition of a Legislative Union of the Maritime Provinces ought to be again entertained, in accordance with the Resolution passed during the last Session of the Legislature.

Such a Resolution sufficiently explains to your Lordship the position in which this Government has been placed, by events beyond their control, in relation to the wider question of an immediate general Confederation of the British North American Provinces, adverted to in your Lordship's Despatches of the 27th February and 20th of March.

I have, &c.,

(Signed,)

RICHARD GRAVES MACDONNELL,  
Lieut. Governor.

The Right Honorable Viscount Monck,  
&c., &c., &c., Canada.

Whereas, under existing circumstances, an immediate union of the British North American Provinces has become impracticable; and whereas a Legislative Union of the Maritime Provinces is desirable, whether the larger union be accomplished or not:

*Resolved,* That, in the opinion of this House, the negotiations for the union of Nova Scotia, New Brunswick and Prince Edward Island, should be resumed, in accordance with the Resolution passed in the last Session of the Legislature.

*Sir R. G. Macdonnell to Viscount Monck.*

(Copy.—No. 119.—*Lieut. Governor's Office.*)

GOVERNMENT HOUSE,  
Halifax, Nova Scotia, 3rd May, 1865.

MY LORD,—I have the honor to transmit herewith to your Lordship Copies of two Resolutions on the subject of a Union of the Maritime Provinces; the first adopted by the Legislative Council, and the second by the House of Assembly of this Province, during the Session which has just passed.

I have, &c.,

(Signed,)

RICHARD GRAVES MACDONNELL,  
Lieut. Governor.

His Excellency the Right Honorable Viscount Monck,  
&c., &c., &c., Canada.

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(Copy.)

LEGISLATIVE COUNCIL.—1st.

Whereas, under existing circumstances, an immediate Union of the British North American Provinces has become impracticable; and whereas a Legislative Union of the Maritime Provinces is desirable, whether the larger union be accomplished or not:

*Resolved*, That, in the opinion of this House, the negotiations for the Union of Nova Scotia, New Brunswick and Prince Edward Island, should be resumed, in accordance with the Resolution passed at the last Session of the Legislature.

HOUSE OF ASSEMBLY.—2nd.

*Resolved*, That, in the opinion of this House, the negotiations for the Union of Nova Scotia, New Brunswick and Prince Edward Island, should be resumed, in accordance with the Resolution passed at the last Session of the Legislature.

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(No. 10.)

**RETURN**

To an Address of the Honorable the Legislative Assembly, dated 14th August, 1865; for certain information respecting Military Schools at Quebec and Montreal.

By Command.

WM. McDOUGALL,

*Secretary.*

SECRETARY'S OFFICE, }  
 Quebec, 18th August, 1865. }

(No. 10.)

**RETURN**

To an Address of the Honorable the Legislative Assembly, dated 21st August, 1865; for certain Statement relative to Military Schools.

By Command.

W. McDOUGALL,

*Secretary.*

SECRETARY'S OFFICE, }  
 Quebec, 31st August, 1865. }

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

(No. 10.)

**RETURN**

To an Address of the Honorable the Legislative Assembly, dated 24th August, 1865; for copies of certain Militia General Orders, and Instructions to Officers.

By Command.

W. McDOUGALL,

*Secretary.*

SECRETARY'S OFFICE,  
Quebec, 1st September, 1865. }

(No. 11.)

**RETURN**

To an Address of the Honorable the Legislative Assembly, dated 10th August, 1865; for copies of all Correspondence, since the beginning of last Session, relative to the Reciprocity Treaty with the United States.

By Command.

W. McDOUGALL,

*Secretary.*

SECRETARY'S OFFICE,  
Quebec, 18th August, 1865. }

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

(No. 12.)

**RETURN**

To an Address of the Honorable the Legislative Assembly, dated 23rd February, 1865; for copies of certain Correspondence respecting Matapedia and Temiscouata Roads.

By Command.

W. McDOUGALL,  
*Secretary.*

SECRETARY'S OFFICE,  
Quebec, 18th August, 1865. }

—

(No. 12.)

**RETURN**

To an Address of the Legislative Assembly, dated the 15th ultimo; for copies of certain Documents respecting the Matawin Road.

By Command.

WM. McDOUGALL,  
*Secretary.*

SECRETARY'S OFFICE,  
Quebec, 4th September, 1865. }

—

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

(No. 13.)

**RETURN**

To an Address of the Legislative Assembly, dated the 1st of March last;  
for copy of Mr. Baillargé's Report and Correspondence in relation  
to damages caused by the Beauharnois Canal.

By Command.

WM. McDOUGALL,

*Secretary.*

SECRETARY'S OFFICE,  
Quebec, 18th August, 1865. }

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

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REPORT

OF THE

BOARD OF INSPECTORS

OF

ASYLUMS, PRISONS, &c.,

FOR THE YEAR

1864.



Quebec:

PRINTED BY HUNTER, ROSE & CO., 26, ST. URSULE STREET.

1865.





(No. 37.)

BOARD OF INSPECTORS OF ASYLUMS, PRISONS, &c.,  
 QUEBEC, 6th April, 1865.

SIR,—I have the honor to submit herewith, for the information of His Excellency the Governor General, in compliance with the provisions of Cap. 110 of the Consolidated Statutes of Canada, the Report of the Board of Inspectors of Asylums, Prisons, &c., for the year 1864, with the usual General Appendix.

The General Report of the Board is followed by a Special Appendix, containing two Memoranda. One, on the necessity of providing additional accommodation for lunatics in Upper and Lower Canada, and the other on the Common Gaols of Canada, with suggestions for improvements in their discipline and management.

The separate Reports of the Inspectors come after the Special Appendix.

The usual General Appendix contains the Annual Reports furnished to the Board by the heads of the following Institutions :—

1. The Quarantine Establishment.
2. The Marine and Emigrant Hospital, Quebec.
3. The Beauport Lunatic Asylum.
4. The St. John's Lunatic Asylum.
5. The Provincial Lunatic Asylum, Toronto.
6. The Orillia Lunatic Asylum.
7. The Malden Lunatic Asylum.
8. The Rockwood Lunatic Asylum.
9. The Provincial Penitentiary, Kingston.
10. The Reformatory Prison, E. C.
11. The Reformatory Prison, U. C.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,)

E. A. MEREDITH,

*Chairman and Secretary of the Board.*

The Honorable the Provincial Secretary.

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**ANNUAL REPORT**  
 OF THE  
**BOARD OF INSPECTORS**  
 OF  
**ASYLUMS, PRISONS, &c.,**  
 FOR THE YEAR 1864.

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

MAY IT PLEASE YOUR EXCELLENCY:—

In accordance with the provisions of cap. 110, Consolidated Statutes of Canada, the Inspectors have the honor to submit their Annual Report on the state of the Asylums and Prisons, the Penitentiary, Reformatory Prisons, and other Institutions coming under their supervision.

The ordinary Reports of the Medical Superintendents, Wardens, Chaplains and Medical Officers of the principal Institutions, will be found in the usual Appendix.\*

Before entering upon the matter of their Report, the Inspectors desire to place on record the expression of their sense of the great loss which the Board has sustained during the year, by the withdrawal from among them of their late Chairman, Doctor Taché, in consequence of his appointment to an important office in another branch of the public service. The ability, integrity, zeal and fearless honesty of purpose, which Doctor Taché brought to bear upon their common labors, were fully appreciated, not only by his colleagues, but by the public generally.

The vacancy caused by the retirement of Doctor Taché was filled by the immediate appointment of Doctor F. Z. Tassé, as a member of the Board.

In other respects the *personnel* of the Board is the same as last year; but the number of members during the year has never exceeded four, being one less than the number provided by the Act constituting the Board.

The question as to the number of Inspectors necessary to perform the duties assigned to the Board, by the Act above cited, has been discussed both in and out of Parliament. Under these circumstances the Inspectors (without offering an opinion upon so delicate a matter) think it not improper to submit a brief statement of the number of Institutions placed by law under their supervision, and of the manner in which their time is occupied throughout the year.

The following is an abstract of the institutions subject to inspection:—

\* The Inspectors think it right to express their sincere regret that the Legislature has seen fit to discontinue, during the last few years, the publication of the reports of the Chaplains, the Medical and other Officers of those Institutions, with the exception of those of the Superintendent or Warden. The reports of the Subordinate Officers, but particularly those of the Chaplains and the Medical Officers, would be found, they think, to contain matter interesting to the public. The Inspectors wish it to be understood by all that they are in no way responsible for the omission, and would be glad to see all those documents printed with their report.

The Penitentiary ;  
 Two Reformatory Prisons—one for Upper and one for Lower Canada ;  
 Seven Lunatic Asylums—five for Upper and two for Lower Canada ;  
 Fifty-four Common Gaols—thirty-four in Upper and twenty in Lower Canada ;  
 The Quarantine Establishment, Grosse Isle ;  
 The Marine Hospital at Quebec.

It must be recollected, too, that the Act constituting the Board of Inspectors makes it their duty to visit the Penitentiary quarterly, as a Board. It makes it also the duty of one or more of the Inspectors to visit the same Institution once every month, and to visit the Common Gaols, singly or together, at least twice a year.

The law, at the same time, while making inspections of the Reformatories and of the Lunatic Asylums necessary, has not specified definitely the number of visits to be made to those institutions during the year. In the absence of instructions from the Government, the Inspectors, acting from their idea of the spirit of the law and of the public interests, have hitherto visited the Toronto Asylum quarterly, and the other Asylums, as well as the Reformatories, at least twice in the year, and some of them more frequently.

As the Gaols are necessarily scattered over a vast territory, stretching from Gaspé in the East to Sandwich in the West, and to Sault Ste. Marie in the North, and measuring nearly ten degrees of longitude, and five of latitude, or 1200 miles (by the only accessible line) one way, and about 600 miles the other, some idea may be formed of the amount of travelling imposed upon the Inspectors.

It is evident from the foregoing that the time expended on what may be termed statutory inspections, is very considerable, and when to this is added the time necessarily occupied in the ordinary Board Meetings at the Seat of Government, it will be apparent that no very large margin of leisure is left to the Inspectors for studying the many difficult and important questions connected with their functions as a Board, and for reporting upon the various matters of detail from time to time referred to them by the Government, or by the officers of the different institutions under their charge.

The usual Statistical Tables are appended. In them will be found not only a Statement of the movements in all the Institutions under the supervision of the Board, but also a summary of the principal heads of information, including the revenue and expenditure, derived from the records and reports of those several Institutions, for the year 1864.

STATISTICS RELATING TO INSTITUTIONS SUPPORTED EXCLUSIVELY BY THE PROVINCE.

CHARITABLE INSTITUTIONS.

| NAME OF INSTITUTION.                      | Remain-<br>ing in,<br>31st Dec.,<br>1863. | Admit-<br>ted in<br>1864. | Total<br>Number<br>in 1864. | Dis-<br>charged<br>in 1864. | Died. | Average<br>Number<br>in 1864. | Remain-<br>ing in,<br>31st Dec.,<br>1864. | Total<br>Expenditure<br>( <i>gr.</i> ) | Paid by the<br>Province.             |        | Expense of<br>each Patient<br>to the<br>Province. |      |
|-------------------------------------------|-------------------------------------------|---------------------------|-----------------------------|-----------------------------|-------|-------------------------------|-------------------------------------------|----------------------------------------|--------------------------------------|--------|---------------------------------------------------|------|
|                                           |                                           |                           |                             |                             |       |                               |                                           |                                        | \$                                   | cts.   | \$                                                | cts. | $ | cts. |
| Provincial Lunatic Asylum, Toronto, ..... | 380                                       | 136                       | 594                         | (a) 87                      | 35    | 465                           | 396                                       | 70,211 06                              | 70,083 00                            | 163 89 | 152 83                                            |      |
| Branch Asylum, University, Orillia, ..... | 78                                        | 16                        | 148                         | 9                           | 10    | 130                           | 76                                        | 16,717 00                              | 16,637 00                            | 128 59 | 128 94                                            |      |
| Asylum at Malden, .....                   | 227                                       | 31                        | 258                         | 7                           | 16    | 231                           | 235                                       | 28,962 00                              | 27,978 00                            | 125 37 | 121 10                                            |      |
| Do Rockwood, .....                        | 98                                        | 24                        | 122                         | 16                          | 11    | 97                            | 95                                        | 76,149 00                              | included in Provincial Penitentiary. |        |                                                   |      |
| Do Beauport, .....                        | 502                                       | 155                       | 657                         | 52                          | 49    | 529                           | 536                                       | 13,400 00                              | 13,194 00                            | 216 12 | 212 80                                            |      |
| Do St. John's, .....                      | 61                                        | 15                        | 76                          | 8                           | 4     | 62                            | 64                                        | 20,261 00                              | 19,616 00                            | 14 81  | 14 39                                             |      |
| Marine Hospital, Quebec, .....            | 68                                        | 1,367                     | 1,435                       | 1,347                       | 33    | .....                         | 53                                        | .....                                  | .....                                | .....  | .....                                             |      |
| Hospital, Grosse Isle, .....              | .....                                     | 60                        | 60                          | 51                          | 9     | .....                         | .....                                     | .....                                  | .....                                | .....  | .....                                             |      |

PENAL INSTITUTIONS.

|                                     |        |       |       |         |       |       |       |                |        |        |
|-------------------------------------|--------|-------|-------|---------|-------|-------|-------|----------------|--------|--------|
| Provincial Penitentiary, .....      | 823    | 170   | 993   | (c) 222 | 42    | 776   | 729   | (b) 113,765 00 | 146 60 | 105 40 |
| Reformatory for Upper Canada, ..... | 97     | 58    | 155   | 21      | ..... | 115   | 134   | (c) 29,955 00  | 254 30 | .....  |
| Reformatory for Lower Canada, ..... | (f) 63 | ..... | ..... | .....   | ..... | ..... | ..... | (d) 23,614 00  | .....  | .....  |

(a) This includes one elopement and 10 transferred to Orillia.  
 (b) This includes the whole of the expenditure (building included) of the Rockwood Lunatic Asylum.  
 (c) Of this amount \$13,000 was for expense of the new building.  
 (d) A large portion of this amount was expended on the new building, and in replacing furniture, &c., destroyed by the fire.  
 (e) This includes 30 pardons and one escape.  
 (f) The destruction, by fire, of the Reformatory Prison Records, has prevented the Warden from supplying the figures required to complete this table.  
 (g) This head includes the expenditure of every sort, whether for building or other extraordinary purposes.



## AUDIT OF ACCOUNTS.

Previous to the appointment of the Board, the Audit of the accounts of those institutions, at which audit by them is expected, had been very imperfectly performed, and the Audit Committee, as soon as possible after their being named, having given their attention to the subject, reported to the Auditor of Public Accounts their opinions as to the defects in the mode in which the books had been kept. The Auditor soon after directed Mr. Tims, an officer of his department, and a gentleman eminently qualified for such a service, to accompany the Audit Committee on a tour of inspection, with a view to their enquiring into the mode of keeping the accounts of the Penitentiary, the Reformatories and the Asylums. The result was the confirmation of the recommendations of the Inspectors, and the establishment of a uniform system of accounting at all those institutions. The new system, while simplifying the work of keeping the accounts, will ensure its being done with regularity and accuracy. It is with pleasure that the Board acknowledge the able services of Mr. Tims in the execution of this important duty.

The Inspectors have also, in the course of the year, put into operation a more efficient system of checking and accounting for all articles of supply required for the use of the institutions referred to, which they believe cannot fail to ensure greater care in keeping them and greater economy in their consumption.

## CHARITABLE INSTITUTIONS.

## QUARANTINE HOSPITAL, GROSSE ISLE.

The Quarantine Establishment was continued last year upon the same economic scale as in 1863.

After a temporary discontinuance, in opposition to the views of the Board, in 1861, it was, in 1862, re-established in accordance with their recommendation, but on a much less expensive scale than formerly.

The entire cost last year was \$4,673.00, being the lowest figure at which the expenditure has stood for many years.

Compared with the average of preceding years, the immigration last year, like that of 1863, was unusually healthy. Of the whole number of immigrants (upwards of 19,000) who arrived at Quebec from sea during the year, the total sick received into hospital at Grosse Isle was 60 only; whereas in 1861 and 1862, although the number of immigrants each year was very slightly over that of last year, the admissions were, in the former, 341, and in the latter, 367.

The sick, last year, were found almost exclusively among the passengers by foreign sailing ships. Three-fourths of the whole number, indeed, were Norwegians, and one-fifth Germans, while only four ships from Great Britain appear to have called at the station, and they left behind only eight sick in all.

The marked healthiness of last year's immigration is attributed by the Quarantine Medical Officer to the improved sanitary precautions now generally adopted by the masters of passenger vessels from foreign ports, the result of the earnest representations made by Mr. Buchanan, the chief emigrant agent here.

It is to be borne in mind that the usefulness of the Quarantine Establishment must not be measured exclusively by the number of persons treated in the Grosse Isle Hospital.

In addition to those admitted into Hospital, there were 8,298 persons, passengers and sailors included, landed during the season on the healthy division of the Island. All these persons and their effects, their bedding, clothes and luggage, underwent a thorough process of purification before they were permitted to leave the Island. The ships also (33 in number) which brought those passengers, were ventilated, cleaned, and purified to the satisfaction of the Medical Superintendent, before being granted a "Clean Bill of Health."

To forego, for the sake of the paltry sum which the Quarantine Establishment now costs, the protection which, even in the healthiest years, it affords the country against the introduction of contagious diseases, would be, in the opinion of the Board, an act of most unwise and short-sighted economy.

## MARINE AND EMIGRANT HOSPITAL.

The title by which this Hospital is designated has, within the last few years, ceased to be strictly applicable to it, as the Institution is used now, not merely for sailors and immigrants recently arrived, but as a General Hospital, for the benefit of the resident or transient poor of the locality.

The subjoined schedule shews the number of patients of each class admitted at the Hospital during each of the last five years:—

| YEAR. | SAILORS. | IMMIGRANTS. | RESIDENTS. | TOTAL. |
|-------|----------|-------------|------------|--------|
| 1860  | 611      | 28          | 189        | 828    |
| 1861  | 749      | 94          | 325        | 1168   |
| 1862  | 632      | 111         | 410        | 1153   |
| 1863  | 931      | 153         | 549        | 1633   |
| 1864  | 722      | 106         | 607        | 1435   |

All who are included in this schedule are, of course, in-door patients. In addition to these, a very large number of persons received medicines, and were treated as out-door patients. This class of patients numbered, last year, 1,320. Of these, 185 were sailors, and 1,138 residents of the city.

It appears, therefore, that the aggregate number of persons treated at the Hospital during the year was 2,755, of whom 1,742, or nearly two-thirds of the whole, were among those classed as residents, as distinguished from seamen or immigrants.

Of the residents, 90 were paying patients, from whom \$500 was received, being a considerable increase on the amount received in the preceding year.

Although a large extraordinary expenditure was made during the year, in bedding and furniture, the average cost of each patient treated is scarcely higher than in 1863, and very much lower than the average of previous years.

The figures above given shew to how large an extent the Hospital now benefits the poorer classes of the City and District of Quebec, and it is satisfactory to know that this is done at a comparatively small addition to the total cost of the institution.

The Hospital was visited and thoroughly inspected by three members of the Board, in the month of February. It was on several other occasions visited by one or two Inspectors.

## LUNATIC ASYLUMS, LOWER CANADA.

## BEAUPORT LUNATIC ASYLUM.

This large Asylum, it must be recollected, is strictly a Proprietary Institution, and, in that respect, occupies a different position from any other Asylum or public Institution coming under the supervision of the Board.

In the Report of 1863 it was stated that the enterprising proprietors of the Asylum, with a view to meet the steadily increasing demands made on them for the accommodation of patients, commenced, early in that year, a considerable addition to the building. This addition, consisting of a central structure and two wings, both connected with the old building, was completed and occupied by patients in the early part of last year.

The additions thus made to the Asylum were calculated to add about one-fourth to the existing accommodation, or, in other words, to afford means of receiving between 80 and 90 additional patients.

Finding, however, that this addition was altogether inadequate to meet the pressing demands for admission, the proprietors, in autumn last, commenced the erection of a large detached building, intended to afford space for about 300 patients.

The site selected for this detached building included the ground occupied by the building known as the "White House," or "Richardson House," in which about 90 patients were lodged.

Before commencing, therefore, the erection of the new building, the Richardson House, an old building, not by any means well adapted for Asylum purposes, was, of necessity, pulled down, and for its 90 inmates it was necessary to find temporary shelter, either in the main building—already crowded beyond its capacity—or elsewhere.

To meet, in some measure, the increased pressure upon the main building, a portion of the inmates of the Richardson House (47 females) were received into a small detached cottage on the hill behind the Asylum, originally intended for the family of one of the officers. The remaining 45 patients were added to the number already crowded into the main building.

When the Inspectors, two in number, visited the Asylum in the month of September (after the Richardson House had been pulled down), they found that the total number of patients there had risen from 512, the number on the 1st January, 1864, to 545. Of this number, there were lodged in the main Asylum no less than 498, a number utterly beyond what that building could properly accommodate.

As the new detached building was actually commenced, the walls being far above ground, and as the work was being pushed on with great energy, the Inspectors had the satisfaction of thinking that the terrible overcrowding which they witnessed at the time of their visit would only be temporary. They felt it, however, to be their duty to lay before the Government a full report as to the actual state of things at the Asylum at the time of their visit. They stated in that report that few of the dormitories, whether associated or single, gave anything like the amount of cubic space which is now, by the best authorities, considered absolutely essential, even when perfectly good ventilation is provided; and, unfortunately, in some of the dormitories, especially those in the attics, the ventilation was far from being satisfactory at the time of their visit.

In reporting these facts to the Government, the Board also ventured to suggest that the plans for the new structure should be submitted to the Government for approval before being further proceeded with. The Board now learns from the report of the proprietors that they were quite willing to submit their plans to the Government, and that they had, in fact, frequently offered to submit them. The Board felt this suggestion to be the more necessary, inasmuch as they found that, in the portion of the main building recently finished, no adequate provision had been made by the architect for the ventilation of any of the rooms—an omission which could hardly have been made had the plans been submitted for revision to any disinterested and competent authority.\*

It is due to the proprietors to state that, on their attention being called to the defective ventilation of the new portion of the building, they promptly addressed themselves to the task of remedying the evil, as far as circumstances would permit, and (the Inspectors learn with satisfaction, from the report of the proprietors) with considerable success.

In speaking of the overcrowded state of the Beauport Asylum, the Board do not desire to cast blame upon the proprietors of the institution. They, as well as the Commissioners of the Asylum, have more than once represented to the Government their inability to receive more patients. But, notwithstanding these remonstrances (and on the part of the Commissioners, at least, they were both earnest and repeated), Government still continued to send in patients, and the proprietors, of necessity, to receive them.

The Board have every reason to believe that the House Surgeon is well entitled to the praise given him for his zeal and diligence by the proprietors, and they specially concur with them in regretting the loss which the institution has sustained by the withdrawal from it, during the year, of their experienced and highly competent Steward and Matron, Mr. and Mrs. Wakeham.

The Inspectors congratulate the proprietors upon the acquisition which they have made of fifty acres of additional land for the use of the institution. The total 220 acres of land now attached to the Asylum is certainly not more than enough for an institution which, with the addition now being made to it, will probably receive upwards of 600 patients. In this very important particular—the extent of land attached to it—the Asylum of Beauport is certainly much better provided than any of the other Asylums in the Province.

#### ST. JOHN'S ASYLUM.

This wretched Asylum has been condemned in every report which the Board has ever

\* It is also right to state that Mr. Wakeham, the Asylum Steward, invited the two Inspectors, at the time of their visit, above referred to, to see the new building, and also proposed to shew them the plans. The Inspectors, however, not being, as they thought, clothed with authority, either by the Act appointing them or by special instructions from the Government, to report upon these plans, did not think it right to interfere, and declined the invitation of the Steward.

made respecting it. It is not necessary here to do more than repeat, that the Board consider the building as in every particular unsuited for an hospital for the cure and treatment of lunatics, and that they think it should not continue to be used for that purpose a day longer than is absolutely necessary.

Considering the manifold and grave defects of the building and its terribly overcrowded condition, the health of the patients during the year has been good.

The ventilation was much improved during the past summer by a simple expedient, adopted by the Medical Superintendent. Great praise is, indeed, due to that officer for the pains he has taken and the ingenuity he has shewn in making the most of the wretched appliances at his disposal, and for the good order and cleanliness which characterize the establishment.

Although the Superintendent was compelled to expend upwards of \$400 on unavoidable repairs and improvements, the whole expenditure for the year, notwithstanding a slight increase in the number of patients, is nearly \$1000 below that of 1863.

At the close of 1864 there were 64 lunatics in the Asylum, 32 males and 32 females. At the close of 1863 the number of patients was 62.

## LUNATIC ASYLUMS OF UPPER CANADA.

### PROVINCIAL LUNATIC ASYLUM, TORONTO.

This important institution, the principal Lunatic Asylum in Upper Canada, has continued to be conducted by the able and experienced officer at its head, to the entire satisfaction of the Inspectors.

The Medical Superintendent, Dr. Workman, is untiring in his devotion to the interests of the unfortunate creatures who are committed to his care, and the other officers and servants of the institution generally afford him a zealous and efficient support.

In one instance only, during the year, had the Inspectors to visit with censure any of the officers of the institution. The instance alluded to is that of the Bursar, who had accepted from the contractor delivery of a bad lot of flour, and who, after its unwholesome effects on the patients had been intimated to him, nevertheless sanctioned its being mixed with a subsequent delivery of good flour, instead of ordering its immediate removal, as it was his duty to do.

To the very full and elaborate report of the Medical Superintendent of this institution, contained in the Appendix, the Inspectors desire to call especial attention. The document is one which will repay careful study, and the Inspectors would fain hope that our legislators and statesmen will ponder well its teachings and its warnings.

The number of patients in the Chief Asylum on the 1st January, 1864, was 380, and the number at the close of the year was 396. The number in the University Branch Asylum on the 1st January, 1864, was 78, and the number at the close of the year was 76.

The Superintendent reports both the Chief Asylum and the *University Branch* as "dangerously crowded."

The average number of patients in the Asylum during the year has been very considerably above that of 1863.

The cubic sleeping space for the patients, even in 1863, was far below what is now held by the best authorities as the proper average; and a still further reduction in the amount of cubic space has necessarily followed from the increase in the number of patients during the past year.

The effects of the increased overcrowding of the institution during the past year are seen, as the Superintendent remarks:—1st, in the striking increase in the death list of the institution; and 2nd, in the impaired general health of all the inmates of the institution, whether sane or insane.

The total deaths in the Chief Asylum and the University Branch in 1863 was 25. Last year they ran as high as 35; shewing an increase in the deaths of about 40 per cent. on nearly equal numbers under treatment, viz., 582 in 1863, and 594 in 1864.

The second alleged indication of the overcrowding is one that cannot be demonstrated



absolutely by figures; but the Medical Superintendent, who has the very best opportunity of coming to a correct conclusion on the matter, gives it as his firm conviction that the standard general health of all the inmates of the institution, sane as well as insane, has been seriously impaired by the excessive overcrowding during the year.

During the present year the Superintendent calculates that about 150 new patients will apply for admission. But where can they be put? In the ordinary course it is not likely that beds can be provided in the institution for one-half of this number, even if we continued to keep up the dangerous crowding which has produced such hurtful effects during the past twelve months.

In the face of this alarming state of things, it is not surprising that Dr. Workman, who sees and feels the danger more clearly than others, writes thus earnestly:—"I am now utterly at a loss to see what further measures can be taken to meet, with our present means of lodgment, the numerous applications which are pouring in from all parts. I have so often, so long, and so fruitlessly urged the completion of the Toronto Asylum, as well with reference to increased means of accommodation as to the even more important matter of *improved means of classification*, that I dread to renew my recommendation on this head, lest my pertinacity might be regarded as indicative of mental infirmity."

Doctor Workman contends, as the Board has done in former reports, that the creation of additional Branch Asylums is not the best way to meet the exigencies of the case. We might, indeed, by such establishments provide the additional accommodation necessary, although we should do so in a very expensive way; but we should leave untouched the evil of the utter absence of any means of proper classification in the large Parent Asylum, the want of which is every year becoming more and more seriously felt. The drafts which have been made to the Branches during the last four years are composed of the quiet and easily-managed incurables, while the violent have been retained at the parent institution. The Superintendent expresses himself on this head in the following terms:—"The worst classes of patients have been left in the Chief Asylum, and have now accumulated to an extent which renders its condition far worse than it would have been had no Branch Asylums been instituted. It could only have been filled up to a certain limit, and that limit could not have exceeded the present."

The patients with Dr. Workman are now, in fact, made up almost entirely of the noisy, the unruly, and the violent, those for whom, above all others, the amplest means of separation and classification are indispensable.

The Inspectors have long been painfully alive to the crying need of increased accommodation for the insane in both sections of the Province.

They have had also ample opportunities of seeing the utter insufficiency of the existing means of classification in the Toronto Asylum. They have accordingly, again and again, in the strongest possible language, urged upon the Government, both in their annual reports and in special reports, the pressing necessity of completing, without delay, the wings of this Asylum as the first step towards remedying both these serious evils.

During the year 1864 a special memorandum on this subject was addressed to the Government by the Board, the substance of which is given in another part of this report.\*

The Inspectors have endeavored in it to show the great importance of being able to treat the insane at an early stage of the malady, an object which can only be attained when ample accommodation for them is at command. That "want of adequate accommodation for the insane multiplies incurables," and consequently ultimately increases the burthen thrown upon the state for the support of the lunatic population, is now universally admitted. The remarks of Doctor Workman on this head are well worthy of being quoted: "Of 191 patients discharged in the last three years," he observes, "the duration of insanity before admission was not longer than three months in 136, or 71 per cent., of all discharged. In 28 others it had been from three to six months in duration, the two classes thus making 86 per cent. of all the discharges in three years referred to. Only 27, whose insanity exceeded in duration six months before admission, have been discharged. Two facts become, from the preceding figures, insuppressibly evident. First, the admission of chronic cases is equivalent to the granting of a very costly life-support to the admitted. Secondly, the exclusion of acute cases, consequent on the permanent taking up of beds by chronic

\*See Appendix.

ones, is equivalent to the conversion of such acute cases into incurables, to at least the extent of 86 in every 100." Again, Doctor Workman writes, "it will be found elsewhere shewn that 75 per cent. of all discharged from this Asylum, from 1st July, 1853, covering the period of my incumbency, were under treatment less than one year, viz.: about 26½ less than three months, 23¼ less than six months, 16¾ less than nine months, and 8½ less than twelve months. These discharged patients vacated 644 beds, and enabled me to take in 644 new cases. A like number of old chronic cases admitted would be found to vacate beds only as they are removed to the grave; and under a system of management which will, from inability to give prompt admission to every new case of insanity, convert every case into incurable, death will become the sole creator of vacancies."

To the important statistical information contained in Doctor Workman's Report the Inspectors can only allow themselves to refer very briefly. Those statistics will be found to throw light on some questions of great public interest, with reference to the nationality, civil state, and religion of the insane in Canada. The conclusions arrived at by Doctor Workman will, in some particulars, be found at variance with the opinions which are commonly entertained upon many of the topics discussed. But on scientific questions such as these, popular opinion, or rather popular prejudice, is by no means a safe guide, and it must be remembered that Doctor Workman's deductions are based on statistics which extend over very nearly a quarter of a century, and embrace upwards of 1300 cases—cases of which the history is carefully recorded in the Asylum books; and it must further be remembered that the person who interprets for us these figures, is not only confessedly one of the ablest alienists on this continent, but is also one who thoroughly understands the proper use and value of statistics.

While dealing with the subject of the statistics of the Provincial Lunatic Asylum, the Inspectors desire to mention that their attention has been called by the Medical Superintendent of that Institution to the tables contained in their Report for 1863, shewing the deaths and discharges between the years 1857 and 1863 (both inclusive) as compared with the total numbers who passed through the Institution during each of those years. The Board find, on a careful analysis of the figures, that several errors and omissions have unfortunately crept into this table, arising principally from the fact that, during some of the years referred to in the table, several detachments of patients were, at various times, transferred from the parent Asylum to the branches at Orillia and Malden, and that the parent Asylum was not credited, as it should have been, with the residence, during a portion of the year, of the patients so transferred.

The Inspectors much regret these unintentional errors and omissions, but they do not think that any good purpose would be served by attempting to rectify the tables, more especially as they are quite prepared to admit the general proposition contended for by Doctor Workman,—a proposition, indeed, they never intended to dispute—that an undue crowding of such institutions must necessarily tend to exercise an unfavorable influence on the patients—not only in retarding or diminishing the number of cures, but also in increasing the ratio of deaths.

The Superintendent devotes a large portion of his able Report to the discussion of two forms of disease, known as "general paralysis," or more correctly "*general paresis*," and "phthisis." Of the 35 deaths in the Asylum last year, 18 were due to these two diseases, there being nine of each. Of the nine deaths from phthisis, eight were cases of what the Superintendent calls "latent phthisis." He records the singular fact, that out of the nine deaths from general paralysis in 1864, eight occurred in males, and only one in a female, and on the other hand, of the nine deaths from phthisis, eight occurred in females and only one in a male.

The records of the Toronto Asylum seem to show that general paresis, by which term is meant "a progressive impairment of muscular power," is certainly becoming more frequent in Upper Canada than formerly. The description of this obscure form of insanity and the history of its mysterious but steady progression to the inevitable end—death—for the disease appears to be incurable) as given by the Medical Superintendent in his Report, is painfully interesting.

Besides the matters already briefly alluded to, there are many interesting points discussed in the admirable report of the Superintendent, to which we would wish to invite attention, but our space prevents us. We can only once more commend the entire report

to the attentive study of all who take an interest in the well-being of the insane in Canada, but especially to that of our statesmen, philanthropists and medical men.

#### UNIVERSITY BRANCH ASYLUM.

This Asylum, distant about two miles from the Provincial Lunatic Asylum, of which it is strictly a branch, is under the immediate supervision of the Medical Superintendent of the latter institution and his assistants.

The number of patients here at the close of 1864 was 76, being two less than at the beginning of that year.

The resident Steward and Matron, Mr. and Miss Blair, appear to be very attentive to their duties, and the Inspectors have every reason to be satisfied with the order and cleanliness which the buildings and premises throughout invariably exhibit on the occasions of their frequent visits.

The building is the property of the University authorities, and stands in the centre of the fine park presented by them some years ago to the City of Toronto. It was taken possession of by the Government, in 1856, as a temporary lodgment for lunatics, and the City Council, as well as the authorities of the University, are now earnestly urging the Government to remove the lunatics from it. It is represented that so long as the building with the land attached to it is devoted to its present purpose the City Park must remain comparatively useless, and the University lots in its vicinity be almost unsaleable.

It is difficult to understand how the Government can long refuse to listen to these representations. In making, therefore, any calculation as to the amount of accommodation still required for lunatics in Upper Canada, we must add the present inmates of this branch to the total of those for whom accommodation has yet to be found.

#### ROCKWOOD CRIMINAL LUNATIC ASYLUM.

This new and handsome structure was pushed on diligently during the past year. Every effort was made by the Architect, at the earnest request of the Board and of the Medical Superintendent, to have the building ready at the end of the year to receive all the lunatics heretofore lodged provisionally in the basement of one of the Penitentiary Buildings. The work was not, however, quite sufficiently advanced to allow of the removal of the patients to it until some weeks after the close of 1864.

The whole of the work connected with this building is of the very best description, and reflects the greatest credit on Mr. Coverdale, the painstaking and conscientious architect in charge of it.

Everything has been done by the labor of the convicts, and the Board are persuaded that when completed the building will be found, its extent and character being considered, to be one of the cheapest public edifices ever erected in Canada. The Board may confidently appeal to it as evidence of the wisdom and practicability of their suggestion of employing convict labor, under certain restrictions and conditions, on large public works.

The portion of the new building, being prepared for the reception of patients, will accommodate, as the Superintendent informs us, 125 males. He adds, "The temporary female Asylum receives 25. From the month of February, 1865, we shall have accommodation for 150 patients, and by the close of the year the accommodation will be nearly doubled."

The total population of the Asylum, at the end of 1864, was 95; of these 70 were males, of whom 22 were in the new building and 48 in the Penitentiary basement; 25 were females, all of whom are lodged in the temporary Asylum at Rockwood.

Twenty-four male lunatics were received during the year. Of these 11 were sent from the Penitentiary, and 13, under Your Excellency's warrants, from the county goals of Upper Canada.

The number discharged cured or relieved was 16, and the number of deaths 11.

The percentage of deaths from phthisis in this institution is notably larger than that of any of the other Asylums. Out of the 11 deaths last year, nine are put down to phthisis. The Superintendent does not, however, distinguish between *latent* and *manifest* phthisis. Of the deaths from phthisis, seven were males and two only females. It must be recol-

lected, however, that the proportion of males to females in this Asylum is nearly three to one.

The intelligent Superintendent, Doctor Litchfield, brings out very strongly the striking difference between the rate of mortality of the female patients in the Rockwood building and the male patients in the Penitentiary basement. It appears that since the formation of the temporary female Asylum at Rockwood, two male patients have died in the Penitentiary for one female patient at Rockwood; and that during the past year three males have died in the Penitentiary for every one woman at Rockwood.

We may draw from hence a favorable augury as to the probable salubrity of the new Asylum for males when completed, and when the patients are able to avail themselves of the Asylum pleasure grounds.

The extent of land at present attached to the Asylum is only about eight acres. It is needless to say that this is utterly, nay, absurdly inadequate. An Asylum, intended to receive 300 patients should have, at the lowest calculation, 100 acres. During the course of the past year the Board was consulted by the Government respecting the amount of land necessary for this Asylum, and gave it as their opinion that it would be most desirable to secure, if possible, 100 acres.

It will be seen, in the general memorandum in the Appendix already referred to, that the Inspectors repeat their recommendation, that the Rockwood Asylum should be used as a general Asylum for the eastern portion of Upper Canada, and the Superintendent shows that practically it is already becoming such, as all the lunatics from the adjacent counties are treated as *lunatics dangerous to be at large*, and under the authority of the statute for such cases, sent to the Gaols, whence, in due course, they are transferred by warrant to the Criminal Lunatic Asylum. This, however, is plainly an abuse of the statute, and an abuse which should be put a stop to. Were the Rockwood establishment a general Asylum, as well as an Asylum for criminal lunatics, there would be no longer any inducement to evade the provisions of the law, by relatives sending unfortunate lunatics to prison, often to their great detriment, before sending them to the Asylum.

This Institution has been thoroughly inspected by the Board, at each of the quarterly meetings held at the Penitentiary, and has also been visited, usually every month at the stated monthly visit to the Penitentiary. It has always been found in a perfect state of order and cleanliness.

#### MALDEN ASYLUM.

A slight addition has been made to the number of inmates in this Institution during 1864. At the beginning of the year there were 227; at the close, 235.

During the course of the year a space between two of the brick buildings was built up, and in this way additional accommodation was secured for about eight female patients.

The Asylum was not, therefore, *more crowded* at the end of the year than it was at the beginning. It would seem that a few more female patients might be admitted, but that "there is not a single vacant bed in the male wards." The number admitted during the year was 31,—the number discharged 7, and the deaths 16. The deaths and discharges, the Superintendent remarks, were, by a strange coincidence, the same both for males and females as in 1863.

Of the 16 deaths, four were from phthisis, and one from general paralysis.

#### *Improvements and Farm.*

The breakwater was pushed on energetically; during the summer about 450 yards were made. This breakwater, which serves to prevent the land on the river front from being washed away, now extends nearly two-thirds of a mile along the Detroit River. The work has been done almost altogether by the labor of the lunatics.

The Superintendent calls attention to the great saving effected in the annual expenditure of the Institution, by the vegetables and other produce grown upon the Asylum farm.

In accordance with a recommendation of the Inspectors, a pony-engine was purchased last year for the Asylum, which, besides being a great boon to the Institution, by

saving horse-labour in the pumping of water, will be the best safe-guard of the Institution in case of fire.

Many interesting statistical tables are furnished in the Superintendent's Report.

#### ORILLIA LUNATIC ASYLUM.

The population of this Asylum is but slightly altered from that of the preceding year. The number of patients at the end of 1863 was 132; at the end of 1864, 128. There were 16 admissions during the twelve months. This Asylum, it will be recollected, is a branch of the Provincial Asylum at Toronto. Of the 16 admissions during the year, six only were primary, the remaining ten were transfers from the parent institution. There were ten deaths and nine discharges during the year.

Here, as in the Provincial Asylum, phthisis appears to be the principal factor in swelling the death-list. Out of a total of 16 deaths since the opening of the institution, exactly one-half have been from phthisis. Here, however, the deaths from this form of disease have been equally divided between the males and females, whereas in Toronto they were confined principally to the females.

Several minor improvements have been made which have added much to the comfort and convenience of the Asylum. Among the improvements may be mentioned a new ice-house—an addition of no slight importance.

The Superintendent endeavors to find employment suitable to the tastes of all his patients, both male and female. The employment of the patients in such work as they voluntarily select for themselves has led, the Superintendent informs us, to the recovery of some patients and has contributed not a little to the tranquillity, health and happiness of the others.

The system of heating by steam, introduced here in accordance with the suggestions of the Board, continues to work to the entire satisfaction of the Superintendent.

With the general management of this Asylum, and the order and cleanliness observed throughout the whole establishment, the Board have every reason to be satisfied.

#### GENERAL REMARKS.

The Inspectors cannot leave this branch of their report without availing themselves of this, the first opportunity they have had, of directing public attention to a highly interesting and important document communicated by Your Excellency to the Board during the past year.

The document referred to is a printed Digest (being an enclosure of a Despatch to Your Excellency from the Secretary of State for the Colonies), giving a synopsis of the general condition of the Hospitals and Lunatic Asylums of the several Colonies and Dependencies of Great Britain.

The valuable information furnished in the Digest was collected and condensed from the answers given to a series of carefully prepared and elaborate interrogatories respecting Hospitals and Asylums, sent by the Imperial authorities in the preceding year to the Governors of Colonies.

The Board of Inspectors was made by Your Excellency the medium for communicating the interrogatories to the Medical Superintendents of the Lunatic Asylums in Canada, and to the authorities connected with the Quarantine Hospital at Grosse Isle and the Marine and Emigrant Hospital of this city, those being the only two hospitals coming directly under the supervision of the Board. The answers of those offices, with a full report upon the whole subject, from the pen of the late able Chairman of the Board, Doctor Taché, were then communicated to Your Excellency for transmission to England.

All loyal Colonists throughout the Empire will hail with sincere delight the appearance of the Imperial Digest at the present crisis in Colonial affairs. They will find in it an evidence of the enlightened, disinterested and affectionate solicitude with which the mother country watches over the well-being of her most remote possessions: to them it will serve as a sufficient answer to the assertions of those who would have us believe that Great Britain has grown weary of the burthen of her Colonies, and is eagerly seeking the first convenient opportunity to cast them off.

We in Canada, however, those of us especially who feel an interest in whatever relates to the cure and treatment of our lunatic fellow-subjects, will find in this document matter of peculiar satisfaction. We shall be pleased to see the high place which our

Asylums as a class are considered to occupy at least among colonial institutions of the same kind. We shall be pleased at the terms of commendation bestowed upon the system of inspection inaugurated in this country. We shall be pleased at the favorable appreciation of the labours of our Canadian Board, and at the honorable mention made of the official reports of the chief officers of our Asylums and of those of the Inspectors themselves. To attempt any analysis of the information contained in this valuable document, covering, as it does, forty printed pages of foolscap, would be here out of place. We may be permitted, however, to make a few very brief extracts from it, for the purpose of showing that we have not unfairly represented the views therein contained on the subject of our Canadian Asylums and system of inspection:—"All the Canadian institutions," it observes, "are under the general control of a Central Board of Inspectors of Asylums and Prisons, to whom belongs the credit of the great improvements which have been made in those establishments." Elsewhere it adds, "The system of visitation and report now in use in Canada cannot be improved." Again, "The Canadian institutions are the only ones which are subjected to a special body of general Inspectors properly qualified and devoted to their business." Again, referring to the reports of the Medical Superintendents of our Asylums, and to the annual reports of the Board, it remarks, "These Reports are clear, comprehensive and practical."

The Government which organized the system of inspection now in force in Canada, the Board upon whom the duty devolves of carrying out that system, and the officers at the head of our Asylums, may read with a feeling of pardonable pride the language used in these extracts as well as in other parts of the Digest. Especially when it is remembered that it is the well-considered and impartial utterance of men the most competent to pronounce a judgment upon the matter. Praise from such a source is not only a reward for past labors, but an incentive to renewed efforts in the future.

It is right to add that, in noting the defects of the Canadian Asylums, the compilers of the Digest dwell particularly upon those very faults to which the Inspectors have again and again called attention—the over-crowded state of most of the Asylums and the insufficiency of the amount of land attached to them generally.

"In no one of these Institutions," they say, speaking of the Asylums, "is sufficient space, according to modern standards, allowed to each patient." Again, "all these Asylums, except Beauport and Malden, urgently require more land for the sake both of economy and efficiency."

The compilers of the Digest suggest the adoption, in some of the larger Asylums, of an extended form of statistical return, with a view to illustrate the relations between certain important sets of facts connected with insanity. They add that "Canada would seem to be the best field for trial, both because of its nearness, and because of the number of its Asylums, and of the perfection of its system of inspection."

In deference to the opinion of the writers of the Digest, the Inspectors requested the Medical Superintendents of all the Asylums to forward, with their Annual Report for 1864, if in their power to do so, the extended statistical returns recommended in that document. It will be seen from the report of the officers that with but two exceptions they have not filled up the forms recommended, not being in possession of the requisite data to enable them to do so. They have, however, in almost every case, adopted a second class of statistical forms recommended in the Digest as being suitable to Institutions in which, from any cause, the more extended returns could not conveniently be used.

#### PENITENTIARY.

It is satisfactory to have to record a marked reduction in the number of convicts sent to this institution during the past year as compared with former years. The total number admitted last year was 166, whereas the number of admissions during 1863 was 299. The smallest number of any of the eight years preceding the last was 221, and the annual average during that period was 256.

The number of convicts in the Penitentiary at the close of the year was 729, nearly 100 less than at the end of 1863. Of the 729 remaining in on the 31st December, 1864, 667 were males, and 62 females.

Of the 166 admissions during the year, 46 were from Lower Canada, and 120 from

Upper Canada, including the District of Algoma. One hundred and forty-seven were males and 19 females. Sixty-five were married, 95 unmarried, and six were widows or widowers. Ninety-five belonged to the different Protestant denominations and 70 were Roman Catholics. One professed himself of no religion.

Of the convicts received during the year there were 21 only who had previously been imprisoned in the Penitentiary. In 1863 the number of this class was 31.

#### DISCIPLINE.

A gratifying evidence of the improvement in the general conduct of the convicts is furnished in the statement in the Warden's Report as to the falling off in every class of punishment, and particularly of the more severe kinds, during the course of the past year.

This statement confirms the opinion formed by the Inspectors, both from what they witnessed during their personal inspections and from what they learned from the officers and from the convicts, especially from those of the latter class examined in the usual course previous to their discharge. The feelings of irritation and discontent which prevailed so unmistakably among the convicts, male and female, some few years ago, have gradually subsided and given place to a general feeling of resignation and even of contentment. This satisfactory change the Inspectors do not hesitate to ascribe to the great improvement effected during the last few years in the mode of awarding punishment to convicts, to the more humane character of the punishments inflicted, to the strict enforcement of the rule that the guards and officers of the institution must not treat the convicts with unnecessary harshness or severity, and to the introduction of the system of classifying the convicts according to their good conduct and industry.

The Inspectors are by no means of opinion that nothing remains to be done to improve the discipline of the Penitentiary. On the contrary, they are persuaded more than ever of the absolute necessity of the fundamental changes in the system of Penitentiary discipline advocated in former reports. It is needless to repeat here the argument\* advanced in favor of those changes. To recapitulate the principal changes themselves may not, however, be out of place :—

1st. Every convict should be made to undergo a certain amount of solitary confinement at the commencement of his imprisonment.

2nd. The convicts should be classified according to their conduct in the Penitentiary by means of the "mark" system. The advanced classes should receive slight money gratuities.

3rd. Every convict should have it in his power, by steady good conduct, to earn a remission of a stated portion of his term of imprisonment, or, if a life convict, some other important advantage.

4th. Something should be established in Canada, analogous to the "Intermediate Prisons," which form, perhaps, the most admirable, as they certainly are the most original, feature in that most successful of all modern prison systems—the "Irish convict system."

Until we have fairly tested the reformatory efficacy of some such system as that indicated above, we must not assume that we have done all that we ought to do, or can do, towards solving the difficult problem, "How shall we best reform our adult criminals?"

Meanwhile, it is consolatory to think that, if we cannot yet boast that we have brought the discipline of the Penitentiary up to the level of that of the model institutions of England and France, we have at least set our faces in the right direction, and taken some steps on the road of improvement.

#### SANITARY CONDITION.

The sanitary condition of the Penitentiary, during the past year, has been a source of constant anxiety to the Board, and to all the officers of the Institution, but especially to the Surgeon.

The epidemic of typhoid fever, which prevailed uninterruptedly in the prison during 1862 and 1863, continued unhappily throughout the whole of 1864, and on the last day of the year there were still 17 cases of fever under treatment.

The total number of cases, as also the number of deaths, was indeed greater last year

\* See particularly the Report for the year 1862. Page 125.

than in 1863. The Surgeon states, "That in 1863 there were 221 cases of this disease admitted into the Hospital, and 37 remained from the previous year, making a total of 259. Of this number 16 cases proved fatal." That "in 1864 there were 352 cases admitted into Hospital, and 29 remained from the previous year, making a total of 381, of which number 21 cases proved fatal." In 1864 the deaths from fever were precisely one half of the entire mortality of the year.

It is, however, consolatory to be able to state that towards the close of last year the disease assumed a milder type, and that from the 13th September to the end of the year there was not a single death from fever.

The year was also marked by the continued prevalence of diarrhœa. No less than 206 cases were admitted into hospital, and a much larger number were prescribed for who were not admitted. In view of the alarming and persistent prevalence of fever and diarrhœa in this vast and crowded institution, the Board and the Surgeon have naturally directed their most earnest attention to every thing connected with the hygiene of the Penitentiary, especially the dietary, drainage and ventilation.

Under the exceptional circumstances of the case, the Surgeon had full power given him to alter from time to time the ordinary prison dietary as he might think necessary, and of this power he has judiciously and freely availed himself.

During the course of the year the Board felt it to be necessary in the interests of the institution to remove, for neglect and carelessness in the discharge of his duties, the Kitchen Keeper of the institution. The efficient discharge of the duties which devolve on this officer is absolutely essential to the health of the convicts. It is his duty to receive the rations of the convicts, and to see that they are wholesome and of good quality, and also to take care that they are properly cooked and served to the prisoners. The Inspectors confidently expect that the officer who now fills this responsible post will perform its duties with fidelity and intelligence, and they anticipate that the effects will be seen in an improvement in the health of the prisoners.

They concur with the Surgeon in anticipating great benefit to the health of the convicts from the change which they hope very shortly to inaugurate of baking all the bread used by the prisoners within the prison walls. The beneficial results of this system, both in a sanitary and economic aspect, are seen in all the institutions in Canada where it has been tried.

They also look forward to a great improvement in the hygiene of the Penitentiary, from the results of the experiments instituted by them four years ago, for carting away and deodorizing the night-soil, instead of allowing it to enter the sewers, ferment in the cesspools, and poison the waters of the lake. Should the plan succeed so as to warrant its being carried out generally in the Institution (as the Board have now every reason to expect), "an incalculable benefit will," as the Surgeon remarks, "be conferred on the Institution." Pure instead of impure water will be secured for the prisoners, the poisonous exhalations from the drains will be stopped, and a fertilizer of great value will be secured for the Penitentiary farm.\*

It is very much to be regretted that the excellent bath-room, which the Inspectors had caused to be made for the use of the prisoners in 1863, was, owing to certain necessary changes in the workshops, converted last year to another purpose. The importance, on sanitary grounds, of enforced general ablution of the prisoners, at stated periods, cannot be gainsaid, and the Inspectors have it in contemplation to establish a bath-room, with lavatories in connection with it, at the earliest possible moment, for the use of the convicts.

The ventilation and sewerage of the Penitentiary (matters so intimately connected with the health of the Institution) have especially engaged the earnest consideration of the Inspectors during the past year, owing to peculiarities in the Penitentiary building and site, these questions (which, even under the most favorable circumstances, are in large buildings sufficiently difficult) present here unusual complications. The ventilation, from the fact that the three wings containing the convicts' cells, all form, with the central rotunda, one vast and lofty chamber, and that we are compelled to consider the question of heating as well as ventilation, and to take care that while we secure a proper amount of fresh air for the prisoners in the fifth tier of cells, we are not doing so at the expense of

\* The system, if successful, can be extended with great advantage to many other public institutions, especially to those where the sewerage is from any cause defective.



freezing those in the lowest tier. Again, as to the sewerage, the ordinary difficulty of providing good sewerage for so large a multitude, collected in so small a space, is enhanced from the low level of the ground on which the buildings stand, and the consequent impossibility of giving the sewers the desirable amount of fall.

During the past few years much has been done to improve the ventilation of the wings, and the Inspectors have in contemplation other measures which they hope to see carried out this year, by which they trust it may be still further improved.

As to the sewerage, great efforts were made under the directions of the Inspectors and Surgeon, last year, to keep the existing sewers in good order, a work of no slight difficulty. If, however, the plan already referred to of deodorizing the night-soil, and carting it to the farm to be used as manure, can be carried out so as to reduce to the smallest possible quantity the portion entering into the sewers, it will be found to furnish probably the only satisfactory solution of the sewerage difficulty.\*

The Inspectors think it due to the Surgeon to state, that during the whole year he has been untiring in the discharge of his onerous and harassing duties, and that he has not failed to take every sanitary measure in his power to check the very severe epidemic with which the institution has been visited.

#### RELIGIOUS AND SECULAR INSTRUCTION.

The Inspectors have every reason to believe that the religious condition of the institution generally has been very much improved during the last few years. In this opinion they are borne out by the report of both the Chaplains.

This satisfactory change has resulted, as the Inspectors believe, in a great measure from the improved system of religious instruction now pursued in the Penitentiary, and especially from the increased communication between the Chaplains and convicts individually.

The withdrawal of the Schoolmaster of the Institution, under very painful circumstances which it is not necessary to advert to particularly, necessitated the appointment of his successor during the course of the late year.

From the number of candidates who presented themselves, many of them with strong testimonials, the Board selected Mr. Patrick N. Benson, a person of considerable previous experience as a teacher, and very strongly recommended by competent judges—Protestant and Catholic alike. The Inspectors have had no reason to regret the selection which they made. The report of the Teacher, as well as those of both the Chaplains, shew that the school is in a very efficient state, and that the number of convicts now receiving instruction is very much beyond that of former years. Indeed the Teacher states that with the exception of six, who are incapacitated by old age or bad sight, every convict who cannot read now attends the school. Many convicts also have been taught to write and cipher.

Besides the ordinary morning and afternoon classes, arrangements were made to secure a more regular attendance of the noon class, and a special class has also been organized for the evening, for the benefit of those convicts who, being engaged during the day on contract labor, cannot conveniently attend the morning or afternoon classes.

It is almost unnecessary to add that the labors of the two Chaplains were necessarily very much increased during the past year by the unusual amount of sickness which existed in the institution. The Inspectors have reason to be satisfied with the manner in which both these officers met this addition to their already arduous duties.

#### ALTERATIONS AND ADDITIONS.

Several important works were executed during the year by convict labor, both within and beyond the Penitentiary walls.

Among those carried out within the Penitentiary, may be mentioned the erection of a large brick chimney, 96 feet high and eight feet square at the base. Also a new fire-engine house, 36 feet by 16 feet, built of cut and rubble stone. Also a steam engine-house of stone, besides furnaces for melting iron and annealing and japanning the manufactured articles.

\*The Inspectors take this opportunity of mentioning, that their attention was first called to the important subject of deodorizing and utilizing the night-soil, by a pamphlet on the subject kindly placed in the hands of one of the Board by Major Campbell, of St. Hilaire.

A large shed has been put up for the stone-breakers and oakum-pickers. The roof of the north wing of the prison has been tinned, thereby diminishing materially the risk of the building from fire. In addition to the foregoing, several minor works have been done, and extensive repairs and alterations made in the workshops and elsewhere.

The more important of the structures above referred to were required by the new contractors, Messrs. Thompson, Roux & Co., for carrying on their extensive works in malleable iron, while others were rendered necessary for the accommodation of the cabinet contractor, whom the Inspectors were obliged to remove from the premises previously occupied by him, to make room for the iron contractors.

The Board consented to give up a large amount of their workshop accommodation to Messrs. Thompson, Roux & Co., in the prospect of their having a great number of convicts employed in their works within a short period of time. Messrs. Thompson & Roux have now erected extensive machinery at very considerable expense to carry on their works, and the Inspectors have every reason to anticipate the successful progress of their undertaking, especially as their branch of business does not come into competition with any manufacturing interest now existing in the Province.

A bone-crushing machine was put up during the year, at which the bones from the tables will be ground into dust for manure on the farm, and the excess disposed of for the benefit of the Institution.

Beyond the walls of the Penitentiary the most important work done by the convicts, not employed at convict labor, was that connected with the new Asylum building at Rockwood. This will be found more fully described under the head of Rockwood Asylum. Of the minor improvements at the farm it is not necessary to speak in detail. It may, however, be noticed in passing, that a good deal of additional land has been brought under cultivation.

#### FEMALE PRISON.

During the years 1862 and 1863 much irritation and discontent existed among the female convicts, and occasioned no little anxiety to the Warden and Matron, as also to the Board. The Inspectors used every means in their power to allay this discontent, and it is satisfactory to report that, during the past year, it has nearly altogether disappeared.

In the early part of the year a Deputy Matron was appointed, but not being found in all respects suitable, her services were dispensed with towards the close of the summer, and another was appointed. The latter still continues in the Institution, and, up to the present, appears to give entire satisfaction to the Warden and Matron.

The earnings of the female prisoners during the year reached the sum of \$2,388—a large amount, when the number of prisoners (not exceeding 60 on the average) is considered.

#### REFORMATORY PRISON OF LOWER CANADA.—ST. VINCENT DE PAUL.

The main building of this Reformatory was destroyed by fire on the 7th August last. The particulars are set forth in the Warden's report with such succinctness that it is unnecessary to say anything on that head. That disaster involved the loss of all the books and records of the Institution, so that it is impossible to furnish the usual statistical information for the year 1864. There were at the time of the fire 73 prisoners, and at the close of the year 77.

It is needless to relate here the causes of the fire, which were perfectly accidental, as shewn at the inquest held on the occasion, at which three members of the Board were present. Moreover, they are stated at length in the Warden's report, with all the attendant circumstances.

Immediately after the fire, at the request of the Honorable Attorney General for Lower Canada, two of the Inspectors, accompanied by Dr. Taché, formerly chairman of the Board, proceeded to St. Vincent de Paul for the purpose of examining the scene of the disaster, and reporting on the present and prospective exigencies of the institution. They were also to suggest a plan for a new building, which it was necessary to commence at once. The fruit of their investigation and their serious consideration of the matter was a plan, which they laid before the Government in September.

This plan was so devised that the several parts of which it consisted might be executed separately and the expense spread over a number of years; while the parts, when

flushed, might be used without preventing the completion of the remainder. As far as may be practicable the prisoners are to be employed in the work of building, under the direction of competent overseers.

Immediately after the fire the Warden was authorized to erect a temporary wooden building and other necessary buildings. These have sufficed to enable him, though with some short-comings, to keep up proper discipline in the institution. As there is in his report a detailed account of all his proceedings in respect to these works, any description of them in this place would be superfluous.

In the course of the autumn, fever having made its appearance in the Reformatory, and the number of sick increasing to an alarming extent, the Warden considered it his duty to notify the Government of the fact; the latter at once transmitted the information to the Board, one of the members of which was despatched to the spot, and made a report on the subject to the Government.

The report of the able head of the institution contains a tribute of praise to the officers of the establishment and the inhabitants of the Village of St. Vincent de Paul for the important services rendered by them on the occasion of the conflagration.

The same report also conveys a meed of praise to the Sisters of Providence, established at St. Vincent de Paul, for the services rendered by them on the same occasion, and also for the trouble and labor to which they subjected themselves in visiting and aiding the youthful patients, during the prevalence of the disease at the Reformatory.

The Board of Inspectors entirely concurs in the remarks and recommendations of Mr. Prieur; and, among others, in those relating to the Sisters of Providence, to whom the State certainly owes something more than praise in return for the trouble and sacrifices which they incurred for the benefit of the Reformatory Prison during that period of calamity and need.

It is also, so far as the Board is concerned, an act of simple justice to make honorable mention of Mr. Prieur's admirable conduct, in the midst of the painful circumstances connected with the burning of the establishment intrusted to his care. Forgetful of himself and the interests of his family, that he might save the youthful prisoners during the conflagration, he has since spared nothing in order to meet the inconveniences resulting from that first misfortune.

The Board has already, on a previous occasion, had an opportunity of recording, in relation to a difficult crisis in the institution, the honesty, intelligence, goodness and firmness of the present Warden of the Lower Canada Reformatory.

The burning of the building at St. Vincent de Paul has given him a further opportunity of displaying those excellent qualities, to which it gives the Board pleasure to bear witness.

#### REFORMATORY PRISON FOR UPPER CANADA.—PENETANGUISHENE.

During the past year very considerable progress was made in the new building. The walls were carried up to the third story, and the Warden anticipates that the building will be finished during the summer of 1865. The number of boys confined in the Reformatory increased from 97, at the beginning of the year, to 134, at its close. The old building is very much crowded, and great inconvenience is caused from the inadequacy of the accommodation for the number of inmates.

The health of the boys has been excellent, and the Warden records the gratifying fact that, although scarlet fever has been very prevalent in the vicinity of the Reformatory, none of the boys had been attacked with the disease.

The Warden and both the Chaplains report favorable of the conduct of the boys generally. The Warden has been at some pains to ascertain, as far as practicable, how those who have passed through the Reformatory conduct themselves after their discharge. Nearly all the information of this kind which the Warden has been able to obtain is of a cheering nature. Almost all the boys, of or from whom the Warden has had any positive information, were "doing well and earning an honest livelihood."

Of 56 convicts discharged from the Reformatory within the last two years, one only has been recommitted to that institution, and only two appear to have found their way to the Penitentiary.

The Inspectors have every reason to be satisfied with the manner in which the excel-

lent Warden of this Institution, and his admirable staff of officers, continue to discharge their respective duties.

#### GENERAL REMARKS ON REFORMATORY PRISONS.

The Inspectors have repeatedly, in their former reports, urged the necessity of certain alterations in the laws relating to Reformatory Prisons.\*

The two chief defects in the existing law, in the opinion of the Wardens of both the Reformatories and of the Board, are,

1st. That persons of 21 years of age may be sent to the Prisons; and,

2ndly. That the minimum period of sentence is fixed at six months.

The Inspectors and the Wardens are strongly of opinion

1st. That no convict over 16 years of age should be sent to a Reformatory, and,

2ndly. That the minimum period of sentence should be fixed, as a general rule, at three or five years.

3rdly. That, as a general rule, boys should not be discharged from Prison under 18 years of age.

The Inspectors submitted a strong representation to the Government in 1861 on the evil effects of sending youths of 20 and upwards to the same institutions with comparative children. The result was that the Government shortly after addressed a circular to the Judges, recommending that no criminals over 17 should be sent to either of the Reformatory Prisons. During the past year, however, it was found that this suggestion of the Executive had, in more than one instance been unheeded, and Mr. Warden Kelly mentions an instance of a man, who had married in 1861, being sent to his Reformatory in 1864. The attention of the Government being called to this case, another and very full circular was addressed by the Executive to the Judges during the course of last year, strongly setting forth the inexpediency of sending these adult criminals to the Reformatory Prisons.

As the Executive has twice practically expressed their concurrence with the views of the Board on this important point, it is hoped that during the next Session they may see fit to make the necessary alterations in the Statute.

### COMMON GAOLS.†

#### COMMON GAOLS OF LOWER CANADA.

##### JOLIETTE GAOL, DISTRICT OF JOLIETTE.

In the month of November the Board, upon the report of the visiting Inspector, notified the Government of the fact that the water-tank in the Upper part of the Gaol was so leaky that it had not been used for months. All the water used in the Prison for washing and other purposes had consequently to be carried into the Prison by hand, causing, thereby, great inconvenience.

##### MONTREAL GAOL.

In the month of June the Board received, from the Department of Public Works, letters addressed to that Department by the Sheriff and Keeper of the Gaol at Montreal, recommending certain improvements in the Prison. Among others, the building of a shed for the women employed in picking oakum, and the erection of a sufficient gaol wall. The Board, in recommending that the suggestions of the Sheriff and Gaoler should be acted on, called the attention of the Department to the repeated communications addressed by them to the Government, urging the absolute necessity of making large additions to the Gaol.

\* See Reports for 1862 and 1863.

† Those Gaols only are referred to in the General Report which have been visited by the Board, or in reference to which some action has been taken by the Board during the year. The Gaols mentioned in the General Report, as well as all others not included in it, will be noticed at greater length in the Reports of the individual Inspectors.

The Board do not think it necessary here to do more than refer to their former annual reports on this subject.

The Board desire to state that although the important additions to the Gaol, which they have so often urged, have not been made, yet they have pleasure in recording that during the past year some minor but not unimportant improvements have been carried out, the principal of which is the re-arrangement of the cooking department and the fixing of furnaces and boilers, made necessary by the commencement of the system of diet established by the Rules of the Board.

It is also a gratifying duty to record that since the present Keeper of the Gaol entered upon his office, the whole of the interior of the Prison has been kept in a state of the greatest cleanliness and good order.

#### DIETARY.

The difficulties and opposition which the Board met with in their efforts to introduce the new dietary into this gaol have been fully explained in former reports. These difficulties have at length been happily surmounted, and since the 1st of April last the diet prescribed by the rules has been rigidly observed by the authorities. The result, as reported by the Sheriff, is most satisfactory. The Sheriff states that he was at first apprehensive that the increased cost of the improved diet, in addition to the salaries of a Clerk and Kitchen Steward, appointed for the first time this year, would have caused an increase in the total expenditure of the Prison for the past 12 months. Such, however, has not been the case. The saving in *medical comforts* has made up not only for the improved fare of the prisoners generally, but for the other expenses also. He adds, that the cost of medical comforts for the last nine months amounts to \$326, or at the rate of \$434 for the year; whereas the medical comforts for 1862 cost \$4,041, and for 1863, \$4,230! It may be well to add, that the average cost of the daily rations for each prisoner under the new *régime* has been six and one-sixth cents, medical comforts included. It is satisfactory to see that while the cost of the Prison has not been increased, the health of the prisoners has been greatly improved by the change of dietary.—The precise result which the Board anticipated and predicted in the last annual report.\*

#### PERCÉ AND NEW CARLISLE.

The disgraceful state of both of the above-named Gaols has been fully explained in previous reports. During the past year the notice of the Government was again invited to their condition, and the necessity for immediate steps being taken either to improve, if possible, the present Gaols, or to erect others in their stead, was strongly pressed upon them.

#### QUEBEC.

The handsome new Gaol, now almost completed, in the neighborhood of this city, was visited by the Board, during one of their meetings here, on the 14th of November last.

The Board considered it to be their duty at once to lay before the Government their views respecting certain of the proposed arrangements, connected with this Gaol, which appeared to them objectionable.

They accordingly submitted a strong protest against the cess-pools which they found were being made within the intended prison yards. The presence of cess-pools within the precincts of a Gaol they cannot but consider as being most objectionable on sanitary and other grounds. They also repeated their condemnation of the plan, which it appears is intended to be followed here, of securing the cell-doors with padlocks. It seems superfluous to point out the great inconvenience of this mode of fastening the cells in a large prison like that of Quebec.

In their communication to the Government, they also called attention to several other matters of importance connected with the Gaol, which seemed to require the attention of the Department of Public Works.

#### SHERBROOKE.

The Gaol here has been frequently condemned by the Board in former reports. It is unnecessary therefore to repeat here the opinion of the Board respecting it, more par-

\* See page 26.

ticularly as the Board is given to understand that the Government intend to proceed forthwith to erect a new gaol in this place.

#### ST. JOHNS.

The Board took advantage of being in the neighborhood, on a visit to the Asylum in the town, to inspect this Gaol. They found the water spouts very much out of repair and causing damage to the walls of the Gaol. They immediately made an official report on the matter to the Provincial Secretary.

#### ST. SCHOLASTIQUE.

The Board have to record the destruction of this Gaol, in the month of July last, by fire, in which three of the females confined in it at the time met a deplorable end by being burned, before assistance could be afforded them.

Plans for a proposed gaol at this place were submitted, by the Department of Public Works, to the Board in the month of October. In the following month the Board returned the plans, with a full report on them, to the Secretary of the Department.

#### THREE RIVERS.

The Board, on the report of the Visiting Inspector, notified the Government in the month of September of the dangerous condition of the chimneys of this Gaol.

#### GAOL-YARD WALLS.

The Board have again to bring under the notice of Your Excellency that the thirteen new Gaols, in the country districts of Lower Canada, are still unprovided with any kind of enclosure around them to isolate them from the streets or open fields. In consequence the prisoners cannot be permitted to pass out of their wards for any exercise or labor in the open air, whatever may be the length of the sentence. Neither are there as yet erected the shed for fuel nor other outbuildings necessary for gaol service.

This unprotected condition of the Gaols, also, affording as it does a free communication with the public, enables accomplices outside to supply the prisoners with tools and weapons, by means of the windows, and no amount of vigilance on the part of Gaoler and Turnkey can prevent it, even at Gaols where two such officers are employed.

The Board cannot overstate the importance of this matter, nor urge too strongly the erection of yard-walls to all the Gaols in question. The Board may at the same time state it as their decided opinion, that no enclosure should be of any other material than stone or brick, and not less than eighteen feet in height.

### COMMON GAOLS, UPPER CANADA.

#### ALGOMA.

The urgent necessity for a Gaol at this place has been represented not only in each annual report of the Board, and particularly in that for 1862, but also in many special reports.

In July, 1861, a plan for a Gaol at this place was submitted to the Board by the Department of Public Works. This plan was without delay examined, reported on, and returned to the Department. Since that time no action whatever appears to have been taken by the Department in the matter.

In the month of February the Board caused a communication to be addressed to the Government, bringing the matter again under their notice.

#### BARRIE GAOL.

At the close of 1863 the much-needed addition to the Gaol of the County of Simcoe was completed, and in the early part of 1864 the prisoners were moved into it. The new Gaol, for such in fact it is, is built in accordance with plans sanctioned by the Board, and the work throughout has been done in a manner creditable to the county authorities.

The addition to the Gaol is calculated to receive 18 prisoners. It contains 12 single and six double cells.

## BELLEVILLE GAOL.

The Board regret to state that with the exception of some trifling repairs and alterations made during the course of last year at the suggestion of the visiting Inspector, this miserable prison remains in the same condition as when the Board was first organized.

The County Surveyor has, however, within the last few months, submitted a sketch of plans for alterations in the interior of the Gaol, and states that the County Council will be prepared to carry them out when approved by the Board.

The sketch submitted by the Surveyor appeared to the Board in many respects defective, especially as not providing the necessary amount of accommodation for prisoners, and the matter is still under consideration. It is hoped, however, that some satisfactory understanding will be soon be arrived at with the County Council respecting the alterations.

It should be stated, in justice to the county authorities, that to alter the present building in such a way as to satisfy the requirements of the statute is a matter of no ordinary difficulty. The Board would have been glad if the county had acquiesced in their original recommendation to erect an entirely new Gaol, and convert the present building into county offices. There can be no doubt that this would be the most satisfactory plan, and the ultimate cost would not, probably, be much greater than the cost of altering the present building.

## BRANTFORD.

Notwithstanding the addition made to this Gaol in 1863, the prison is still quite inadequate to the wants of the county. It is hoped that the county authorities may see the necessity of altering the old prison with a view to afford the additional accommodation still required for the county prisoners.

In the month of July last the Board, after several ineffectual remonstrances addressed to the county authorities by the Visiting Inspectors, called the attention of the Government to the fact that the Gaoler at Brantford continued to hold the contract for rationing the prisoners, in direct violation of an express and salutary rule, and further that the cost of the daily rations was 20 cents per prisoner, a rate much more than double that paid in the adjoining County of Oxford. The Government at once called for a report on the matter from the Sheriff of Brant, and in a visit made to the Gaol, in the month of December last, the Visiting Inspector was gratified to learn that a contract had been made by the County Council with a person not connected with the prison, and that the cost of the rations under the new contract would not probably exceed nine cents per day. It appears, however, that the actual cost under the new contract is 13 cents.

## KINGSTON GAOL.

So far as the the material condition of this Gaol is concerned, its main defect, as pointed out in former reports, is the want of a proper Gaol enclosure. This is one of the most important requirements of the "Prison Inspectors' Act." In consequence of the absence of a prison wall it is unsafe to let the prisoners into the yard, either for labor or exercise. Indeed, the Sheriff formally notified the Government, during the summer, of his utter inability, in the present state of the Gaol and Gaol-staff, to ensure the safe-keeping of the prisoners.

It will be seen, from the annexed tabular statement, that no less than five prisoners effected their escape from this Gaol during the past year. Had there been a proper enclosure to the prison most of these escapes would probably have been prevented. Indeed, the County Attorney, being called upon to report to the Government respecting two of the escapes referred to, states it as his opinion, that they were caused "solely by reason of the insecurity of the Gaol and the want of a proper stone wall around it." He adds, that the prisoners were no doubt assisted in their escape by parties outside, who climbed over the Gaol fence.

The prison clothing prescribed by the rules is still unprovided, and the matter has, during the course of the year, been very properly animadverted on by the Grand Jury of the Recorder's Court

## NAPANEE GAOL.

The plans for the Gaol of the County of Lennox and Addington were approved by the Board, and sanctioned by His Excellency the Governor General, early in 1864. The

erection of the Gaol was pushed on with vigour during the spring and summer by the Provisional Council, and in the month of September, three members of the Board, being at the time engaged in their quarterly visit to the Penitentiary, proceeded from Kingston to Napance, under orders from the Government, to report on the condition of the Gaol.

The Board reported that the materials and workmanship of the Gaol were substantial, and that they had every reason to suppose that the whole of the interior could be completed and ready for occupation within 20 days from the date of their report, the 28th September.

The Inspectors noted, however, several omissions and defects in the prison, which they recommended to be supplied, and which the Warden, on behalf of the Provisional Council, undertook to have attended to.

#### OWEN SOUND.

Notwithstanding the earnest and repeated remonstrances of the Local Inspector and of the Board, this Gaol continues in the same disgraceful state as when first inspected, in 1859. In the month of February, 1864, the Board brought the matter under the notice of the Executive Government, and urged that some strong measure should be taken to compel the County Council of Grey to proceed with the alterations in the Gaol required by the statute. The Board was pleased to learn from the Provincial Secretary that the Warden of the County has notified the Government that the County Council are about to take immediate steps to comply with the requirements of the statute.

#### PERTH GAOL.

The substantial new Gaol put up here by the County authorities, in lieu of the miserable old prison, was occupied at the close of 1863.

During the course of the summer the Sheriff called the attention of the Board to the fact that his Gaoler had been formally accused by a female prisoner, then lately discharged from Gaol, of being the father of a child of which she had been recently delivered. This grave charge against the Gaoler was thoroughly investigated by one of the Inspectors at the Gaol. The evidence taken by the Inspector, while it served to exonerate the Gaoler from the charge brought against him, indicated great laxity of discipline in the prison, and an habitual neglect of the rule which requires that female prisoners shall always be attended by persons of their own sex.

The Board laid a full report upon the case before the Provincial Secretary, for the information of His Excellency the Governor General.

#### SANDWICH GAOL.

In all important particulars, so far as the material condition of this Gaol is concerned, it continues in the same state as when first inspected by the Board. It is not only very insecure, but utterly inadequate to the accommodation of the county prisoners.

The Sheriff of the County felt it necessary to call the notice of the Board, by letter, to the great overcrowding of the Gaol this year. He represented that the daily average number of prisoners was much in excess of former years, and that the number on the last day of August reached 38, while there are only 16 cells in the prison. He also added that the health of the prisoners had suffered very much from the crowded state of the Gaol. The Grand Jury of the County also made a strong presentment on the utter inadequacy of the Gaol accommodation.

The Board caused a copy of the Sheriff's letter to be sent to the Warden of the County, and directed the Secretary, in communicating it, to request the County Council to reconsider the plan for altering and improving the Gaol, submitted to them by the Committee of the Board in 1860; or to suggest their own views as to the best means of altering the Gaol so as to conform to the statute, and meet, to some extent, the pressing wants of the county. The Board regrets to report that the county authorities have not yet vouchsafed any reply to this letter.

#### SARNIA GAOL.

On the 31st of January four prisoners effected their escape simultaneously from this Gaol. On becoming aware, through the public papers, of the fact, one of the Inspectors proceeded at once to Sarnia to enquire into the matter. Arriving at Sarnia on the 5th of February, the Inspector made a searching investigation into all the particulars connected



with the escape, and carefully examined all the officers of the prison, but particularly the Gaoler and Turnkey. He also interrogated one of the prisoners who was taken on the premises before effecting his escape. The Inspector reported to the Board that, in his opinion, the prisoners were emboldened to make the attempt to escape from noticing acts of carelessness in the Gaoler and Turnkey, and that had the prison regulations and the instructions specially given by the Visiting Inspectors to the local authorities on previous occasions been attended to, the unfortunate occurrence could hardly have happened.

In connection with this escape, the Inspector called attention to the fact that he had, in his separate Report for the year 1862, intimated his doubt as to the fitness of the Gaoler for the discharge of the active duties of his office.

On the 30th of March the Secretary communicated to the Sheriff the views of the Board on the report of the Inspector. He informed the Sheriff that the Board was of opinion that the escape from the Gaol could hardly have been effected but for the neglect on the part of the officers of the prison of certain of the Prison Rules; pointing out, in particular:—1st. That there was no officer of the Prison sleeping in the corridor. 2nd. That the prisoners who remained in their cells had no means of giving the alarm to the Keeper or Turnkey. 3rd. That the prison bedsteads were not of the prescribed pattern: that had they been so they would not have furnished the prisoners, as they did, with the principal instruments used by them in effecting their escape. To the above and other minor defects in this Prison the notice of the Gaol officers had been repeatedly directed by the Visiting Inspectors.

Three Inspectors visited the Gaol together during the month of May, and entered a Memorandum on the Inspector's Book, calling the attention of the Gaol authorities to various instances of neglect of the Prison Rules, especially to the want of sheets, and of the pails and piggins required for the cells. They also noted the defective condition of the latrines, and represented the urgent necessity of having these defects remedied without delay.

#### ST. CATHARINES GAOL.

The plans for the proposed new Gaol for the County of Lincoln, to be erected at St. Catharines, were submitted to the Board by the Architect employed by the County Council, in the end of July.

The plans, with certain modifications, were approved by the Board, and submitted through the Provincial Secretary for the sanction of His Excellency the Governor General. The Provincial Secretary informed the Board, in September, that the plans, as modified by them, had received the sanction of His Excellency, and been transmitted to the County authorities.

#### ST. THOMAS GAOL.

It is enough to say that this Gaol is, if possible, in a worse state than in former years. The Visiting Inspector who last visited the Gaol reports "abject poverty and dilapidation as being the characteristic features of the Prison, within and without."

Both the Inspectors who last visited the Gaol called attention to the leaks in the roof, which not only rendered two of the cells uninhabitable, but were rapidly destroying the building itself.

In the Annual Report for 1863 it is stated that the Board had laid a statement before the Executive Government with reference to this Gaol, and that it remained "for the Executive to determine whether the County of Elgin should be permitted any longer to evade or neglect a compliance with the provisions of the law." The matter is still in the hands of the Government.

#### STRATFORD GAOL.

In the last Annual Report it is stated, that the Local Inspector, having failed in repeated efforts to induce the County Council of Perth either to erect a new Gaol or make the necessary alterations in the old one, notified that body, in December, 1863, that unless measures were adopted by them at their next Session for the immediate construction of a new Gaol, he would be compelled to lay the case before the Executive Government. The County Council having entirely failed to take any action in the premises at its then next session, the Inspector reported accordingly to the Board, and at the same time recom-

mended that the Government should condemn the Gaol as unfit to be used for a Prison. The Board submitted the matter to the Executive Government, and the County authorities were called upon for explanations. The matter is still in the hands of the Executive.

#### TORONTO GAOL.

The handsome new Gaol recently erected by the City Council was visited and thoroughly inspected by three members of the Board, on the 6th of April.

The prisoners had been removed from the old to the new Prison on the 21st of the preceding month.

The Inspectors found the building in excellent order throughout.

They entered a memorandum in the Inspector's Book, bringing under the notice of the authorities several matters which required attention. They expressed their astonishment at finding the steam boiler, intended for heating the building, placed in the basement story within the Gaol—an arrangement which they considered most dangerous, and strongly recommended that immediate steps should be taken for the removal of the boiler to some detached building in the Gaol yard.

The Inspectors regretted to find that the old gaol was not made use of as a receptacle for vagrants, and drunken and disorderly persons. The admission of this class of persons into the new Gaol interferes, of necessity, with the discipline of the prison, and with the proper classification of prisoners therein.

#### ALTERATIONS AND IMPROVEMENTS IN GAOLS IN UPPER CANADA.

The Board regrets to state that during the past year little or nothing has been done in the way of alterations or additions to our Gaols, under the provisions of Cap. 110, Consolidated Statutes of Canada.

An entirely new Gaol has indeed been built at Napanee for the recently established County of Lennox and Addington. Special reference has been made to this building in the foregoing part of this Report. The plans also for the proposed new Gaol for the County of Lincoln have been approved by the Board, and sanctioned by His Excellency the Governor General in Council. The works on the Gaol for the County of Renfrew, proposed to be built at Pembroke, after having been stopped for a considerable period, were last year resumed, and are now in progress.

In other respects there is nothing to alter in the schedule included in last year's Report.

Of the seven recussant counties, enumerated in that schedule, where nothing whatever has been done to carry out the requirements of the statute as to Gaol alterations, two at least, those of Hastings and Grey, have, during the last few months, evinced a desire to comply with the provisions of the law, and the Board trusts that they will continue in the same spirit until the important work is done.

With regard to the Counties of Elgin, Halton, Perth and Prince Edward, and the United Counties of Stormont, Dundas and Glengarry, all which, in spite of the earnest and repeated remonstrances of the Board, obstinately neglect or refuse to make the statutory alterations in their Gaols, the Board can only repeat what they stated last year, that they "trust that the Government will not hesitate to avail itself of those powers which the law gives it, so as to prevent such recussant Municipalities from practically nullifying the provisions of a wise and salutary statute by their ignorant and short-sighted parsimony."

#### PRISON DISCIPLINE AND RULES.

While the Board cannot pretend that the discipline of our prisons is in all respects what it ought to be, or what they trust to see it before many years, yet they feel warranted in recording that, year by year, and little by little, it is being improved in the majority of our prisons. The Prison Rules generally are better understood and more easily observed. If absolute uniformity in discipline has not been attained, there has been at least considerable approach to uniformity; and uniformity of discipline is a matter of no slight importance.

The Inspectors have not ceased to enjoin upon the Gaol authorities the paramount

necessity of enforcing, as far as circumstances will permit, the classification and individual separation of prisoners, and the Prison authorities are beginning to appreciate better, and consequently to make greater efforts to comply with the rules of the Board and the instructions of the Inspectors in this all-important portion of Prison discipline.

#### PRISON DIETARY.

There are now very few Gaols, indeed, where the Dietary prescribed by the Rules is not pretty strictly observed. During the past year it has been introduced, for the first time, into several Gaols, both in Upper and Lower Canada, and in every case the result has been most satisfactory. Not only has a great saving been effected (as is remarkably shewn in the case of the Montreal Gaol, already referred to in this Report), but the health of the prisoners has also been improved. In several counties in Upper Canada, the very objectionable practice of allowing the Keeper of the Prison (in direct opposition to a plain Prison Rule) to contract for the rationing of the prisoners, has been discontinued, and the rations are now supplied by contractors unconnected with the Prison; but in some Gaols where this cannot be done, from the small number of prisoners, the supplies are obtained from traders, and the amounts of the bills paid by the County Councils. The Gaoler may now be expected to take care that the prisoners receive the rations to which they are entitled, whereas, under the former system, his duty and interest in the matter were directly opposed.

The value of the efforts of the Board to reform this portion of prison management may be estimated by comparing the rate of expenditure for diet in 1860 with that of 1864.

From the returns furnished to the Department of the Minister of Finance, it appears that in the former year (1860) the total number of days' rations furnished by Gaols from which complete returns were received, was 161,253, at a total cost of \$24,146.54, or an average per head of  $14\frac{2}{3}$  cents ( $14\frac{81}{100}$ ) nearly. In the latter (1864) the number of days' rations was 221,035, at a total cost of \$22,012.73, or  $9\frac{2}{3}$  cents per head.

If the rations for 1864 had cost at the same rate as those for 1860, the price would have been \$32,713.18 instead of \$22,012.73, as above. The saving thus effected, amounting to \$10,700, a larger sum than the whole annual expense of the Board of Inspectors, the Inspectors claim as entirely due to the change in the dietary and in the manner of supplying it, introduced by them.

This decrease in the rate of expense for rations has been gradually progressive since 1860, under the steady pressure exerted by the Inspectors upon the various local authorities. Thus in 1860 it was  $14\frac{8}{10}$  cents per head per day; in 1861,  $14\frac{1}{10}$ ; in 1862,  $12\frac{4}{10}$ ; in 1863,  $12\frac{2}{10}$ ; in 1864,  $9\frac{2}{3}$ . The Inspectors anticipate that the rate will be still, to some extent, reduced so soon as the prescribed dietary is universally adopted and the contract system for supplies is carried out at all the Gaols. The under-mentioned Gaols still adhere to the old system, and pay for diet, as follows, viz:—

Haldimand, Prescott and Russell, 25 cents; Carleton, Elgin and Grey, 22 cents; Lambton, 20 cents; Norfolk and Perth, 15 cents; Northumberland and Durham, 14 cents. Brant paid, during the first nine months, 20 cents, and for the last three months, 13 cents.

The Inspectors have also pleasure in pointing out that since their appointment a considerable reduction in the general heads of expenditure of the Gaols has also taken place. In 1861 the expenditure for everything, except food, in Gaols making complete returns, averaged  $26\frac{65}{100}$  cents per head per day; in 1862,  $25\frac{67}{100}$  cents; in 1863,  $25\frac{21}{100}$  cents; in 1864,  $24\frac{23}{100}$  cents. The diminution under the general heads of salaries, bedding, clothing and furniture, as might be expected, is not so marked as it is for the daily supply of food, but it still shows a saving of eight per cent. upon the expenditure for 1861, or in figures, about \$4,463 upon the amount of the general expenses of 1864. And this, like the saving in the diet, has been accompanied by a decided improvement in the general condition of the Gaols; by considerable additions to the necessary Gaol furniture and especially to the articles of clothing and bedding.

#### GENERAL REMARKS ON COMMON GAOLS.

While the Board feel that they may reasonably congratulate themselves and the

country upon the amelioration effected in our system of prison management during the last few years, they are bound to admit that every day's experience convinces them, more and more, that until the suggestions submitted in their former reports are acted on; until the great principles that lie at the foundation of any sound system of Prison Discipline are more clearly recognized and enforced by the Legislature, they cannot hope to have in Canada a Prison System worthy of the age or of the country, nor can they expect that our Prisons will compare favorably with the Model Institutions of the Old World. Of the great principles which lie at the foundation of a sound system of Prison Discipline, the first in importance is unquestionably, especially for short-sentenced prisoners, "the individual separation of the prisoners" for at least some portion of their term of imprisonment. The second is, probably, the making of *penal labour* a part of the usual sentence for all but short-sentenced prisoners.

In the plans for Gaols, recently approved by the Board, they have taken care to provide solitary or dark cells for the benefit of refractory prisoners; and they have little doubt that the *deterrent* character of the prisons will be in this way materially increased.

During the course of the past year, the Board laid before the Government a Memorandum (of which the substance will be found in Appendix A) containing their views on "Individual Separation of Prisoners" and "Hard Labor" as essential elements in Prison discipline. In that Memorandum were embodied, also, the principal changes in our Prison system, advocated by the Board, from time to time, in their Annual and other Reports.

#### PRISON BOOKS.

Towards the close of last year, the Government gave their approval of the forms of Prison Registers, and other Books of Account and Statistics, submitted by the Board for their sanction so far back as 1861. It is hoped that these books, after the forms have been carefully revised, as authorized by the Government, will be printed and distributed to all the Gaols in Upper and Lower Canada, in the early part of 1865. The books heretofore kept in the Gaols were wretchedly defective, and there were hardly two Gaols in which the books were of the same form. When the new books shall have been introduced into all the new Gaols throughout the Province, a great step will have been made towards establishing that uniformity in our Prisons which is so desirable, and a foundation will have been laid for a full and accurate system of Prison statistics.

In closing this necessarily imperfect review of their anxious and onerous labors, during the past twelve months, and of the condition and prospects of the great public institutions of the country—benevolent and penal—coming under their supervision, the Board feel warranted in asserting that their Report and the documents which accompany it will be found to furnish much reason for thankfulness for the past and hopefulness for the future. If no sudden or violent changes have been made in our Penitentiary, our Reformatories, our Asylums, or our Prisons, yet the records of those Institutions show conclusively that during the last few years a steady and continuous improvement has been going on, and is still going on, in their moral, material and economic condition.

All of which is respectfully submitted.

E. A. MEREDITH, *Chairman.*

J. M. FERRES.

TERENCE J. O'NEILL.

FR. ZEP. TASSÉ.

## SPECIAL APPENDIX.

BOARD OF INSPECTORS OF ASYLUMS, PRISONS, &c.,  
Quebec, 19th September, 1864.

SIR,—I have the honor to enclose herein, for the consideration of His Excellency the Governor General, a copy of a Memorandum laid before the Board by Mr. Inspector Meredith, on the subject of the improvement of the discipline and management of the Prisons of Canada. The Board directs me to state that they entirely concur in the recommendation and suggestions comprised in that Memorandum, with the exception of that on the subject of Local Boards of Superintendents of Prisons. To this scheme the majority of the Board, as at present constituted, is decidedly opposed. While all the members are agreed that frequent inspection of our Gaols is necessary, it is thought by the majority of the Board, that the establishment of Local Boards, whether paid or unpaid, would be certain to lead to difficulties by causing a conflict of views and of authority, and would otherwise impede, instead of aiding, the action of the Board.

I have the honor to be, sir,

Your most obedient servant,

E. A. MEREDITH,

Inspector and Secretary of Board.

The Honorable the Provincial Secretary.

*MEMORANDUM of Suggestions for the Improvement of the System of Prison Discipline and Prison Management in Canada, for the consideration of the Board of Inspectors.*

It is proposed, in the present Memorandum, which has been drawn up in accordance with a Resolution of the Board, to exhibit, in a compendious form, the several alterations which appear to be necessary in the Prison system of this country, in order to make that system really efficient; to make it, in other words, deterrent and reformatory to the criminal and dangerous classes, and at the same time as little as possible expensive to the State.

The alterations here referred to are such as the Board has no power to make, nor the Executive Government to order—alterations which can only be made through the intervention of the Legislature, by amending old laws, and by introducing new ones. The Executive Government is the channel through which the Board must endeavor to obtain the required intervention of the Legislature, and it is for the consideration of the Executive that this Memorandum is eventually designed.

Of the alterations advocated in this paper, some have already been brought, by the Board, under the notice of the Executive. They have been discussed, either in the General Annual Reports, or in special reports from time to time submitted for the consideration of the Government by the Inspectors. But, as yet, the labors of the Board in this matter have had no practical results. Their reports have borne no visible fruits, except, indeed, that some of the most important suggestions contained in them—as, for example, that in reference to Central Prisons—have indirectly received the sanction of the Government, and have even been recommended from the Throne for the consideration of the Legislature.

A little reflection will make it clear that to establish and maintain, in healthy operation, a sound system of prison discipline, four conditions are necessary:—

1. A uniform system of discipline enforced by a well-considered Code of Rules and Regulations.
2. Buildings adapted to enforce this system of discipline.
3. An adequate staff of good officers.
4. Frequent and thorough inspection of the Gaols.

The two former conditions are necessary to establish the system; the two latter to maintain it in an efficient state.

The changes recommended in the Prison system of Canada may be conveniently considered under these several heads:—

*First.*—A uniform system of discipline, enforced by a well-considered Code of Rules and Regulations.

The Rules and Regulations now in force in our Gaols were framed by the Board to suit the capabilities of the existing Gaols, when improved and altered as the statute provides (cap. 110, Con. Stat. Canada). But these buildings, even when thus altered, are by no means in all respects suitable for such a system of discipline as it would be desirable to establish. Hence, the present rules are necessarily defective in the following particulars:—

1. They do not contain sufficient provision for the individual separation of prisoners.
2. There is no sufficient means of enforcing "Hard Labor" as part of the sentence. "Separation of prisoners" and "Hard Labor" are, above everything else, essential in Prison discipline. They are, in fact, its principal deterrent elements, and to deter from crime is the special function of ordinary Prisons.

In our present Gaols "Hard Labor" is impossible; and the individual separation of prisoners can only be carried out to a very limited extent.

The remedies which the Board would suggest for these defects in our Prison System, are:—

1. The establishment of Central Gaols; and
2. The strict enforcement in our ordinary or Common Gaols, of the principle of individual separation of prisoners. The views of the Board on the matter of Central Gaols are those given in their Annual Report for the year 1863.

#### CENTRAL PRISONS.

In their preliminary and in their subsequent Reports, the Board have recorded their earnest recommendation in favor of the immediate establishment of a certain number of Central Prisons in Upper and Lower Canada. The Board felt satisfied, from the outset, that no improvements or alterations which could be made in the Common Gaols—no Prison rules which might be laid down—could avail to make those Gaols really useful as Houses of Correction.

The want of a proper staff of officers, especially of Teachers and Chaplains; the impossibility of a proper classification, much more of individual separation of the prisoners; the insuperable difficulties in the way of employing them at hard labor,—these and other considerations forced upon the minds of the Board the conviction that our Common Gaols could not be converted into Reformatory Institutions. Every year's experience has confirmed the Board in their conviction of the insufficiency of the Common Gaols, whether viewed as to their deterrent or their reformatory effects, and of the paramount necessity for the establishment of "Central Prisons," or Local Penitentiaries.

It was recommended that the "Central Prisons" should be placed under the control of the Government, with such a staff of officers and servants as would be sufficient for the proper discipline of the Prison and the industrial education of the prisoners.

To the "Central Prisons" should be sent all prisoners whose sentences exceed 30 or 40 days' imprisonment; and all prisoners now sentenced to the Penitentiary, whose sentences do not exceed three years.

The Board further recommended—and to this they attach much importance—that Magistrates should be given power to increase the length of the sentences pronounced upon "habitual offenders,"—those who have been brought before them more than three or four times for any offence,—in order that this class of prisoners should be sent to the "Central Gaols" instead of the County Gaols.

Among the many important advantages which might be expected to result from the establishment of this class of Prisons, are the following:—

1st. In the "Central Prisons" it would be comparatively easy, from the increased length of the sentences, the larger staff of officers, and the greater number of the prisoners, to provide means of employing the prisoners at "Hard Labor."

2nd. From the same causes also, the prisoners in those Gaols could be better classified and instructed.

3rd. These prisons would, notwithstanding the increased staff of officers, be much

less costly, in proportion to the number of prisoners, than the "Common Gaols" at present.

4th. The Common Gaols would be relieved of a large proportion of their worst and most frequent inmates, and the means of classifying and separating the residue of the prisoners would be *pro tanto* increased.

5th. The Penitentiary, now crowded almost to its utmost extent, would, if relieved as proposed, of all convicts whose sentences do not exceed three years, certainly suffice for many years to come for the wants of the country. Whereas under the present system it will be absolutely necessary to take thought very soon for erecting a second Penitentiary in some other part of the Province. It is almost needless to add that the "Central Prisons," constituted as the Board proposes, could not fail to be infinitely more deterrent and more reformatory than the Common Gaols could, under any circumstances, be made.

As there are now two Gaols completed in Upper Canada, those at Toronto and Ottawa, and one nearly completed in Lower Canada, that at Quebec, which might be used as "Central Prisons," there does not seem to be any valid reason why this much-needed change in our Prison system should not at once be made.

#### ORDINARY OR COMMON GAOLS, AS DISTINGUISHED FROM "CENTRAL PRISONS."

No one who enquires into the matter can deny that our Common Gaols have, heretofore, failed almost altogether in deterring from crime or in reforming prisoners. Nay, more, our Gaols have been themselves schools of vice and crime, and have proved the ruin of many who entered them young and comparatively innocent.

This lamentable state of things has arisen mainly from:—

1st. The want of religious and secular instruction in the Prison.

2nd. The absence of regular employment.

3rd. The indiscriminate association of the prisoners.

The last of these evils is by far the most grave, and, fortunately, also the most easily remedied.

Some suggestions on the subject of religious instruction for the prisoners in these Gaols will be found under the third head.

As to the absence of regular employment for the prisoners in this class of Gaols, the evil is one which it will be found difficult, if not impossible, to remedy.

But the giant evil of our Gaol system at present is, as we have stated, "the unchecked intercourse of the prisoners," and this evil we can effectually remedy by enforcing the system of individual separation of the prisoners.\*

It is recommended that the punishment "Separate Confinement" be substituted for the nominal one of "Hard Labor" to which the prisoners are now usually sentenced, but which is not and cannot be carried out in one case out of every hundred. Should this change be made, it is further recommended that, in view of the greater severity of the new punishment, the ordinary length of sentence should be reduced to about one-third of that now imposed. The advantages that would result from the introduction of this system of "Separate Confinement" in our Common Gaols may be briefly summed up as follows:—

1st. The punishment would be more formidable to the prisoners, and its deterrent influence consequently greater.

2nd. The moral influence on the minds of the prisoners could hardly fail to be salutary.

3rd. Above and before all, it would effectually check the system of corruption and demoralization which must go on in any Gaols where prisoners, however well classified, are permitted to associate freely with one another. Our Gaols would thus cease to be, as they have been hitherto, hot-beds of infamy and nurseries of vice and crime.

To this result of the introduction of the system of "Separate confinement" in our Common Gaols, viz., the checking of the demoralization and corruption of which they have hitherto been the centres, is attached, as already intimated, even more importance than to its deterrent influences.

\* For the arguments, in detail, in favor of the principle of "Separate Confinement" in Common Gaols, I venture to refer to the pamphlet published by me under the title: "*Glance at the Present State of the Common Gaols of Canada.*"

4th. It would diminish immediately (by probably one-half at least) the average number of prisoners confined in our Gaols, and consequently virtually more than double the accommodation of the Gaols.

5. It would diminish the cost of the maintenance of our Prisons to the same extent, or nearly to the same extent, as it reduced the average number of prisoners confined in them.

6th. It would tend to bring about what is most desirable, a uniformity of punishment in Prisons.

It is hardly necessary to observe, that so long as prisoners are sentenced to "Hard Labor," in the absence of any proper machinery in the majority of Gaols systematically to enforce the sentence, there must be great inequalities in the penal discipline of different Gaols. The severity of the prisoner's punishment will in fact be determined, not by the sentence of the Judge, but by the extent to which, in any particular Gaol, the authorities have the means or inclination to enforce "Hard Labor."

It would have, moreover, this incidental advantage, which is worth noticing, that it would relieve the Judges from the necessity of daily going through the solemn farce of pronouncing sentences, which they, the prisoners and the public, well know cannot possibly be enforced.

The present state of our Common Gaols would warrant, it is contended, the immediate introduction of the proposed change, although the full benefits to be derived from it could not be realized until all the Common Gaols in the Province, were altered to meet the requirements of the statute, and until "Central Prisons" had also been established.

THE SECOND CONDITION OF AN EFFICIENT GAOL SYSTEM.—BUILDINGS ADAPTED TO ENFORCE THE SYSTEM OF DISCIPLINE LAID DOWN IN THE RULES.

Under this head it is only necessary to remark:—

1st. That, as already stated, we consider the erection of a certain number of "Central Prisons" necessary to the establishment of anything approaching a satisfactory prison system in Canada.

2nd. That, as regards the statutory alterations of the Common Gaols,\* the Board are of opinion, that some more efficient means should be devised to enforce compliance with the provisions of the statute in cases where Municipal Councils either neglect or refuse to make the necessary alterations in the Prison buildings which the statute contemplates.

There are not a few instances in which all the efforts of the Board to induce the County Councils to set about the necessary work of altering and improving their Gaols, have been useless. The Board can only remonstrate and entreat. It cannot compel the County Councils to proceed with the alterations, however urgently required, and however plainly within the purview of the statute. The only course open to the Board in such instances is to bring the case of such recalcitrant municipalities under the notice of the Executive Government, and solicit their intervention. This has been done in some few cases, but in these no action has been had by the Executive, and the efforts of the Board are consequently paralyzed.

It is therefore recommended that the statute be amended so as to provide some more prompt and efficient means to compel County Council to carry out its salutary provisions as respects the alterations and additions to existing Gaols.

THE THIRD CONDITION OF AN EFFICIENT PRISON SYSTEM IS, ADEQUATE STAFF OF GOOD OFFICERS.

First, as to the *Central Prisons*. These Prisons would be, of course, like the Penitentiary, entirely under the control of the Government, and, like the Penitentiary, should have a Warden and two Chaplains, one Protestant, the other Roman Catholic, who might act as schoolmasters also.

As respects the other Gaols, viz., the "Common Gaols" as distinguished from Central Prisons, the very small number of prisoners usually confined in them (a number, too, which would be much decreased were Central Prisons established) would not probably in this country be thought sufficient to warrant the heavy expense of Chaplains or Schoolmasters in each Gaol, although such officers are attached to every prison in England and Ireland.

\*See chap. 110, Con. Stat. Canada.



It is, however, submitted that much might be done to remedy this crying evil of our Gaol system, the utter absence of any provision for the spiritual wants of our prisoners, either by assigning to the Chaplain of the Central Prison the duty of paying stated visits to the other Gaols connected with such "Central Prison," or should this be found too much for one man then another Chaplain might be appointed for the entire group of Common Gaols in each Division having a Central Prison.

By this means, some provision, however inadequate, would be made for the religious wants of all the inmates of our Prisons.

The further condition of an efficient Prison system has been stated to be

#### FREQUENT AND THOROUGH INSPECTION OF THE PRISONS.

On this point the Board, in their Annual Report for 1860, stated as follows:—

"The Law, as it stands at present, contemplates two visits of inspection to each Gaol every year by one or more of the Inspectors. The numerous other duties of the Inspectors render it difficult to make more than two visits, except in urgent cases, to the ordinary County Gaols.

The Board cannot but feel that two visits of inspection each year are by no means sufficient. It is in their opinion absolutely essential, for the efficient carrying out of any system of Prison discipline, that there should be frequent and thorough inspection of the Gaols. That inspection can only, as the Board conceives, be made by persons in the immediate neighborhood of the Prison. The Board would, therefore, respectfully recommend that *unpaid local Boards of Superintendents* be named for each Gaol for Upper and Lower Canada.

In Upper Canada, the local Board might, perhaps, be composed of the County Judge, the Warden of the county, and the Mayor of the city or town in which the Gaol is situated. All these persons should be *ex-officio* members of such local Board.

In Lower Canada, the local Board might be formed of the Judge of the district, the Mayor of the village or parish in which the Gaol is situated, and the Warden of the county.

The local Board should see that the Prison Rules are strictly enforced, and that the officers of the Gaol perform their duties efficiently.

They should report to the Board of Inspectors any violation of the Prison Rules, or any other matter connected with the Prison, with which the Board should be made acquainted.

It would, perhaps, be desirable to add to the three *ex-officio* members of the local Board of Superintendents, two or three Magistrates, to be selected for that purpose at the beginning of each year by the Municipal Council of the County.

As under the law, as it stands, the County Councils in Upper Canada are called upon to provide, in the first instance, the Gaol supplies, it seems but reasonable that those bodies should have some control in the prison administration. Besides this, great benefit could not but result from giving some of the leading men in every County an interest and share in the management of the prisons. The ignorance and apathy of the public generally, in all matters connected with Prison discipline, is one of the great obstacles in the way of any improvement of the system. The permanent organization, in every County and District of the Province, of these local Boards, composed of the leading men of the locality, may reasonably be expected to prove a most useful agency in bringing about a more healthy state of public feeling on the subject. Each Board would serve in its own locality to awaken an interest not felt before in matters connected with Prison discipline; inquiry and discussion on such matters would be encouraged, and, as a necessary consequence, more just and liberal views would come to be generally entertained, and a sound public opinion upon such questions would, in this way, gradually be formed. This necessary result of the establishment of the proposed local Boards would be of vast importance; for it is almost needless to say that until such a public opinion has been formed—until the public mind has been educated to understand the bearing and significance of such questions, any great or important reform in our Prison system will be almost impossible.

Were such local Boards in operation, it would probably be found unnecessary for the Inspectors to make two visits every year to each Gaol. The visits of the local Superintendents would supplement the visits of the Inspectors. One visit of the latter each year

might then be found sufficient, unless where some special cause made another visit desirable. In this way a great saving of expense would be effected, and the Inspectors would have more time to devote to the study of the many difficult questions which they are called upon to consider.

In England and Ireland there is for every prison a local Board of Inspectors or Visitors similar to that recommended by the Board for each of the Prisons of Canada.

In conclusion, the recommendations herein briefly urged may be summed up conveniently as follows:—

The establishment of a new class of Prisons, something intermediate between the County Prison and the Provincial Penitentiary, called *Central Prisons*, under the control of the Government, and intended for prisoners whose sentences exceed 30 or 40 days, and were under three years. The discipline of these institutions should resemble that of the Penitentiary. The prisoners should be regularly instructed, and their labor should be utilized for the public.

The laws relating to the class of Prisons now in existence in Canada, viz., the Common Gaols, should be amended so far as to enforce a more prompt compliance with the salutary requirements of the statute as to the alterations and additions required in the buildings: so as to substitute "separate confinement," with shortened sentences, for the present illusory sentence of "Hard Labor," so as to provide a more efficient supervision of the Gaols by the creation of a local Board of Superintendents in each County of Upper Canada, and in each District of Lower Canada.

Should these changes in our Prison system be made, and they could be made at but a trifling cost, the Prison system of Canada would be made infinitely more deterrent and reformatory than it has ever yet been, and the necessary and most happy consequence would be a sensible diminution of crime through the country.

All which is respectfully submitted.

E. A. MEREDITH.

12th September, 1864.

### SPECIAL APPENDIX.—B.

#### SUBSTANCE of a MEMORANDUM submitted to the Government by the Board on the subject of the urgent necessity for additional Asylum accommodation for Lunatics in Upper and Lower Canada.

Notwithstanding the efforts made by Government, during the last eight or ten years, to furnish additional accommodation for the Insane, especially in Upper Canada, the demand for further accommodation is as pressing as before. All the Asylums (with the sole exception of the unfinished Asylum at Rockwood) are at this moment filled to their utmost capacity, and some of them, notably that at Beauport, are crowded for beyond their capacity, to the very great detriment of the patients admitted there.

The number of Lunatics in Upper Canada cannot be put down at less than between 1400 and 1500,\* including in that amount the idiots and incurables. Of this number, there were in the Lunatic Asylums of Upper Canada, at the beginning of 1864, 914 patients. The number, therefore, at that time requiring Asylum accommodation must probably have been between 500 and 600. Of this number there was a small percentage (probably about 30 in all) scattered through the different Common Gaols of Upper Canada, leaving a balance of probably more than 500 lunatics and idiots, either living with their friends, or sent to Asylums out of the country.

Nor is this all. To this number must be added all the patients at present in the temporary Branch Asylum at Toronto. The building in which these patients are now sheltered, is the property of the University of Toronto. It was appropriated by the Government some ten years since, as a temporary asylum, to meet the pressing exigency of the moment. But

\*In the Census Returns for 1861, the Lunatics of Upper Canada are estimated at 1631.

both the city authorities and the authorities of the University are now earnestly demanding the removal of the Lunatics from this building, as their continuance there puts an effectual bar to the improvement of the public park, and also interferes very much with the sale of the park lots in the vicinity of the building.

It may, therefore, be assumed that the Government will be compelled to abandon this temporary asylum in the course of a year or two at furthest. The number of patients now treated in this Asylum (say 80) must consequently be added to the aggregate of those for whom Asylum accommodation has still to be found in Upper Canada; thus giving the total number of lunatics, for whom accommodation is at this moment wanted, at 580.

Turning then to Lower Canada, we believe that total number of lunatics in that section of the Province, including as before idiots and incurables, cannot be put down at less than between 1,300 and 1,400.\* Of this number there were at the beginning of 1864, 562 in the two Lunatic Asylums in the Lower Province. The total number of those therefore requiring Asylum accommodation cannot have been much under 700, of whom probably between 20 and 30 may have been confined in the Common Gaols of the country.

But to this number must be added the excess now in Beauport over means of accommodation, say 100, and the whole of the patients in St. John's Asylum, say 40, as this Building should not be tolerated as an Asylum one moment longer than is absolutely necessary.

Taking the aggregate of these figures, we find the total number of Lunatics in Lower Canada for whom accommodation is imperatively demanded as between 800 and 900.

To meet these pressing wants the Board can only repeat their recommendations made in 1862.

#### FOR UPPER CANADA.

1. To complete as speedily as practicable the Provincial Lunatic Asylum at Toronto by building the wings in accordance with the original design, modified of course, if necessary, in the details.

2. To complete the Asylum at Rockwood, with the exception of the wings not yet commenced, and to declare that that Institution shall be used for the purpose of a General Asylum for the eastern section of Upper Canada.

#### FOR LOWER CANADA.

3. To provide a new and larger Asylum for the western portion of Lower Canada, in lieu of the temporary makeshift at St. John's.

The Board are aware that their suggestions, if carried out, will involve heavy initial outlay. It might suffice to say that the outlay, whatever it may be, could not only be defended but demanded on grounds of benevolence and christian charity, but it is also demonstrable that the outlay could be equally sustained on grounds of far-seeing economy.

To make timely and suitable provision for the insane, is, no doubt, a costly work, but to refuse altogether to make such provision, or to make inadequate or defective provision, is, in the long run, still more costly.

It is now an admitted principle in such matters that "*Inadequate provision for the insane multiplies the number of incurables,*" and therefore ultimately increases the burthen thrown upon the state; whereas, the money expended in making proper and adequate provision for the early treatment of the insane, is "certain to produce good interest in the form of speedier and therefore cheaper cures, and in the quicker restoration of the sick to profitable labour,"—an important consideration for those who raise objections, on economic grounds, to the increase of Asylum accommodation.

With reference to the demand for additional Asylum accommodation in Lower Canada, it should be observed that the large addition to the present Asylum at Beauport will probably afford ample room for 200 extra patients, or 100 at least over the number at present in that institution, and, *pro tanto*, diminish the demand for Asylum accommodation in this section of the Province.

\*The Census Returns for 1861 make the total of Lunatics for Lower Canada as 2,041. This is, however, believed to be very much above the truth.

## SEPARATE REPORT

OF

## MR. J. C. TACHE.

1864.

I have the honor to present the following Report of the visits made by me to the Institutions subject to the inspection of the Inspectors of Asylums, Prisons, &c., in the course of the year 1864.

Having in the month of August been appointed to the office which I at present fill in the Department of Agriculture and Statistics, I ceased from that date to be the Chairman of the Board of Inspectors.

As this circumstance prevented me from concluding the labors of the year, by an examination of the reports of the several heads of institutions and the completion of the various inquiries set on foot, it would ill become me to give expression to my individual opinions, seeing that I have ceased to take part in the proceedings of the members of the Board, my former colleagues.

It would have afforded me much satisfaction to render, in my final report as an Inspector, a full exposition of my experience and of the knowledge acquired in five years devoted to the service of the charitable and penal institutions of my country; but the want of time prevents me from undertaking a task which would necessarily be long and arduous.

I shall therefore confine myself to a statement of the visits which I made to the several institutions either alone or in company with my former colleagues from 1st January to 11th August, 1864.

## I.

## HOSPITALS.

I visited the Hospitals and their dependencies at Grosse Isle on 29th July, and the Marine Hospital on 11th February.

## II.

## LUNATIC ASYLUMS.

I visited the Asylum at Beauport on the 11th February, 15th March and 11th July.  
 The Asylum at Toronto on the 5th, 6th and 7th April, and the 17th and 18th May.  
 The Asylum at Rockwood on 30th March, 30th April, 25th May and 17th June.  
 The Asylum at Malden on 19th and 20th May.  
 The Asylum at Orillia on 14th, 15th and 16th May.  
 The Asylum at St. Johns on 23rd June.  
 The Branch Asylum called the University Branch at Toronto on 18th May.

## III.

## PENAL INSTITUTIONS.

I visited the Provincial Penitentiary from 29th March to 4th April, from 29th April to 2nd May, on 24th, 25th and 26th May, and on 16th and 17th June.

The Reformatory at St. Vincent de Paul on 20th, 21st and 22nd June.  
 The Reformatory at Pentanguishenc on 11th and 13th April.

## IV.

## PRISONS.

I visited the Gaol at Kamouraska on 4th January and 3rd August.  
 The new Gaol at Quebec on 11th February and 11th July, and the old Gaol on 19th April.

The Gaol at Kingston on 1st April.  
 The Gaol at Toronto on 6th April.  
 The Gaol at Montreal on 8th April and 18th June.  
 The Gaol at St. Hyacinthe on 19th April.  
 The Gaol at Barric on 4th May.  
 The Gaol at St. Johns on 23rd June.  
 The Gaol at Sorel on 24th June.  
 The Gaol at Three Rivers on 25th June.  
 The Gaol at Beauce on 15th July.  
 The Gaol at Arthabaska on 22nd July.  
 The Gaol at Sherbrooke on 23rd July.  
 The Gaol at Montmaguy on 30th July.  
 The Gaol at Rimouski on 11th August.

Quebec, 1865.

J. C. TACHÉ.

## SEPARATE REPORT

OF

MR. E. A. MEREDITH,

1864.

## GAOL OF THE COUNTY OF HASTINGS, BELLEVILLE.

I visited this Gaol on the 7th of October, accompanied by the Sheriff. This continues to be one of the very worst Gaols in Upper Canada. Its numerous defects have been again and again enumerated in previous reports. The County Council had indeed carried out one or two minor improvements suggested in my memorandum last year. The Gaol cannot, however, be made what it ought to be until the whole of the internal arrangements are altered and until the prison is surrounded by a proper wall. Besides the defects in construction I noted in the Inspector's Book several matters in which the Prison Rules are here habitually neglected.

First: The prisoners are not provided with the proper Prison clothing.

Second. The cells are not supplied with the requisite articles of furniture.

The County Surveyor waited upon me and we discussed the possibility of altering the present building. I handed him the printed memorandum of the Board on the subject of the construction of Prisons, and he promised to prepare a plan in accordance with the views of the Board.

*Dietary.*

The Prison Dietary is now observed, and the cost of the rations per head per day is now about eight and a half cents.

## GAOL OF THE COUNTY OF BRANT, BRANTFORD.

I visited this Gaol on the 4th of July, accompanied by the Sheriff.

There were then 24 prisoners in confinement—14 males and 10 females.

The addition to this Gaol was finished and occupied at the close of 1863. It is very substantially built, and contains 24 cells (8 of which are double, or night and day cells). The old prison, which is still used, contains only 11 cells. Notwithstanding this large addition to the prison accommodation, I found the new Gaol greatly crowded,—at least in some of the wards,—at the time of my visit. This was occasioned partly from the fact that one ward, with several cells, was given up exclusively to a lunatic, and partly because another ward, intended for juveniles, was left altogether vacant. I impressed upon the Sheriff and the Turnkey (the Gaoler not being in attendance) the necessity of separating the prisoners as much as possible from one another, and that in that view it would be well to make use of the Juvenile Ward (when not occupied by any of that class) for other prisoners, taking care to place in it the least objectionable prisoners, in the event of any boys being brought into the ward during their confinement there.

*Dietary.*

The attention of the Prison authorities was last year called to the fact that, in violation of a plain rule, the Gaoler here had the contract for the supply of food to the prisoners. This improper practice is still continued, and the daily cost of the rations is 20 cents per head, nearly three times as much as in some of the neighboring Counties.

*Prison Furniture.*

The bedsteads prescribed by the Rules are not supplied. These bedsteads cost little, and not only promote health and cleanliness, but save the bedding.

I noted the matters above referred to, in the Inspector's Book, and also called the notice of the authorities to some further particulars in the internal economy of the Prison which required their attention.

*Religious Services.*

There is no regular service on Sunday. The Prison is, however, generally visited on Sunday by a local lay preacher.

## GAOL OF THE COUNTY OF HALDIMAND, CAYUGA.

I visited the Gaol on the 5th of July. There were then 9 prisoners in confinement, all of them males—one being insane.

The Prison was throughout scrupulously clean and neat.

The alterations recommended by the Board in this Gaol have not been commenced, with the exception, indeed, of some of trifling cost. I was, however, pleased to find that the drainage from the closets had been improved, and that the latter are no longer offensive.

The cells have also been supplied, since last year, with bedsteads, sheets and pillows. The bedsteads are, however, not of the proper pattern, and besides being more costly, are objectionable; inasmuch as the legs are readily convertible into dangerous weapons.

*Clothing.*

The prisoners are still left without the prescribed Prison clothing.

*Dietary.*

The prisoners continue to be supplied with food, as heretofore, by the Keeper of the Gaol. The rations cost 25 cents per head per day. The Gaoler informed me, however, that the authorities had advertised for tenders for the Prison supplies, but that no tender was put in.

*Religious Service.*

There is no Sunday service in this prison.

## GAOL OF THE COUNTY OF KENT, CHATHAM.

I visited this Gaol of July. Found it generally clean.

There were nine prisoners (seven males and two females) in confinement. Of the females one was insane.

During the year 1863 Mr. Inspector O'Neill and myself suggested certain alterations and improvements in the prison yard with a view to convenience and security. We also noted in the Book the fact that the Prison Rules were neglected in the following particulars:—

1. The Rules were not printed and hung up as directed.
2. Prison clothing was not supplied to the prisoners.
3. The cells are without bedsteads and the other articles of furniture prescribed.
4. There was no sufficient means of communicating from the prisoners' wards with the Keeper of the Gaol at night.

I regretted to find that matters remained in precisely the same state as at the time of my visit last year.

I found all the male prisoners, with the exception of one (a debtor) placed in one ward, while the remaining male ward was left quite empty. I represented strongly to the Gaoler the necessity of carrying out as far as possible the principle of individual separation of the prisoners, even though it might entail some little additional trouble on the officers of the prison.

*Religious Service.*

No service is ever held in this Gaol, nor does any clergyman ever visit the Prison unless specially summoned.

*Employment.*

There is no employment for the prisoners beyond sawing and cutting the wood for the Court House and Prison.

## GAOL OF THE UNITED COUNTIES OF NORTHUMBERLAND AND DURHAM—COBOURG.

I visited this Gaol on the 24th June. Found 18 prisoners in confinement—14 males and 4 females. Of the latter, one was insane.

The Gaol was clean and in good order.

*Dietary.*

The Dietary prescribed by the Prison Rules is not strictly adhered to, but the cost of the prison rations has been considerably reduced since last year. In 1863 the daily cost per head was 18½ cents; now it is 12½ cents only. Last year the food was supplied by the Keeper of the Gaol; this year it is supplied by contract, as the Rules require. If the dietary laid down in the Rules was strictly observed, there is no doubt that a further reduction in the cost might be effected.

*Prison Clothing.*

Prison Clothing is now furnished to all prisoners who should have it under the Rules. Last year the Rules in this particular were not observed.

I entered a Memorandum in the Inspector's Book, calling the attention of the Prison authorities to the neglect of the Prison Rules in the particulars above noticed.

I visited this Gaol a second time on the 17th December. Found the Gaol in a state of perfect cleanliness and good order.

*Prison Rules.*

Notwithstanding that on my last visit, as well as on many previous occasions, I called attention to the fact that the Prison Rules had not been printed and hung up in the Prison, they have not yet been placed in the Gaol.

*Prison Furniture.*

The cells have not been supplied with the requisite articles of furniture prescribed by the Rules.

I again formally called the attention of the authorities to these matters by an entry in the Inspector's Book; and further expressed my surprise at finding a man and boy confined in the same cell and but one bed allowed for both. There is no more important rule than that which directs that every prisoner shall have a separate cell at night, and as in this Gaol the number of cells is amply sufficient, there can be no possible excuse for a violation of so plain and necessary a rule.

*Religious Service.*

The services on Sunday, which were discontinued in the Prison during the summer and autumn, had been lately revived. The service is generally performed by the students from Victoria College.

There were, on the occasion of my last visit, 19 prisoners in Gaol—13 males and 6 females.

## GAOL OF THE UNITED COUNTIES OF STORMONT, DUNDAS AND GLENGARRY—CORNWALL.

I visited this Gaol on the 3th of October. There were only four prisoners in confinement, of whom two were said to be insane.

This Gaol has been so repeatedly and earnestly condemned by Grand Juries, and its



defects have been so fully described in the Reports of the Board, that it is only necessary to say that nothing has been altered for the better.

With a view to remedy, to some slight extent, the want of room in the Prison, I suggested to the authorities the expediency of making use of the debtors' apartments, when not required for prisoners of that class, for the the better class of ordinary prisoners.

I noted, also, that the Prison Rules were habitually neglected in the following particulars:—

1. The prisoners are not supplied with the requisite prison clothing.
2. The cells are not supplied with the requisite articles of furniture.
3. There is no means of bathing or washing the prisoners on their reception in the Prison.
4. The prison yard is inaccessible from the Prison, and, consequently, useless.

The foregoing are all plain violations of important rules, and they are all matters which could be remedied at a trifling cost.

It is almost unnecessary to state that the prisoners were all filthy in the extreme, without the means of washing themselves, and without proper gaol clothing, the prisoners could not, indeed, be otherwise than filthy. Their cells, too, and the whole Prison, were by no means clean.

From the fact of its not being possible for the prisoners to get into the prison yard, it was, of course, impossible to have the wood required for the Gaol and Court House sawn and split by the prisoners. The County is, therefore, compelled to pay a large sum annually to have this work done outside the Prison. This is a striking instance of costly municipal economy.

#### GAOL OF THE COUNTY OF WENTWORTH—HAMILTON.

I visited this Gaol on the 27th June. The Gaol was, as usual, scrupulously clean. It was, however, terribly overcrowded, there being 36 males (of whom six were young boys) and 28 females. As there are only 33 cells for the prisoners of both sexes, the extent of the crowding can be readily understood. With a view to obviate, in some measure, the evil of overcrowding in this Prison, I last year recommended the authorities to make use of the debtors' apartments, when not required for debtors, as frequently is the case for long periods, for special prisoners: as, for example, young prisoners or persons arrested on a first charge. I was much pleased to find that this suggestion had been acted on, and at the time of my visit the debtors' apartments were occupied by three females and a boy (or rather child) of barely seven years of age, who had been put in Prison for having smothered his sister in a well. The child appeared to me to be only half-witted. The prisoners complained much of the heat, not without some reason, as the mercury had, within a week, stood at 90° in the cells, in some of which there were actually four prisoners.

#### *Matron:*

I suggested to the authorities the expediency of employing an Assistant Matron for some hours at least every day, with a view to keep the female prisoners more constantly employed and also that they may never be left together in the corridor without either the Matron or Assistant Matron being present.

It is almost needless to state that a new and large Gaol is imperatively necessary here. The Board has repeatedly urged the matter upon the county authorities, but, from causes fully explained in former reports, there does not seem to be the slightest prospect of any steps being taken for the erection of a new Gaol until the matter is taken in hand by the Executive Government, or possibly even by the Legislature.

#### GAOL OF THE COUNTY OF MIDDLESEX—LONDON.

I visited this Gaol on the 29th June. Found 45 prisoners confined in it; 29 males and 16 females.

The Prison was throughout perfectly clean.

#### *Want of Accommodation.*

The Prison is crowded beyond its capacity, although not to the same extent as last year. In order to increase the cell accommodation in this Gaol, I last year urged the county

authorities to have the large undivided wards in the north wing of the Prison divided into cells, like the south wing. In this way a considerable number of single cells would be provided. Up to the present time, however, this suggestion has unfortunately not been followed. The presence of a lunatic in the Gaol at the time, added not a little to the ordinary pressure upon the limited accommodation of the Prison. The lunatic being violent and noisy was allowed to occupy an entire ward containing five separate cells, and thus four cells were rendered useless. This is one of the evils, but by no means the worst, resulting from the mischievous and barbarous practice, which prevails so much in Upper Canada, of making our Common Gaols the regular avenues by which our Lunatic Asylums are approached. To thrust a violent, noisy and filthy lunatic among ordinary prisoners in an over-crowded Gaol, is doubtless cruel to the prisoners. But it is far more cruel to the poor lunatic to whom permanent lunacy may probably be the result of a few months' sojourn in so unpromising a hospital.

I was much pleased to find that in accordance with a suggestion which I made last year, the county authorities had commenced the foundation of a detached building in the female yard to be used as a laundry. When this building is completed the room now used as a laundry can be devoted to the purpose of a hospital for female prisoners, as originally intended.

During the last two years all the prison clothing had been made by the female prisoners, under the direction of the Matron. The prison washing and mending is also done entirely by them. In this way a considerable sum is saved annually to the county.

#### *Dietary.*

Here as in several other Gaols which I have visited during the summer, many of the prisoners objected to the gruel ration. They stated, after having gruel daily, for some time, particularly in the hot weather, they could not eat it; a statement which the prison officers fully corroborated. I called attention to the fact that in the General Rules provision is made for substituting various other articles, if necessary, for the gruel ration. It would be well in making the contract for the prison supplies to provide for such a change of diet being made when required by the authorities. Indeed in the larger class of Gaols it might be advisable to fix the number of gruel rations to be supplied, and for the remainder to take the most convenient of the substitutes for gruel authorized by the rules. In this way the diet of all the prisoners could be changed at stated intervals.

The stairs leading from the second to the first floor are very steep and dangerous. Something should be done to make them more safe, especially as they are in daily use by a large number of prisoners.

#### GAOL OF THE COUNTY OF ESSEX—SANDWICH.

I visited this Gaol on the 1st July. There were 18 prisoners in confinement—15 males and 3 females. The average number of prisoners here is much larger this year than last. The excess appears to be caused by the large influx of deserters and other *mauvais subjects* from across the lines.

In my memorandum last year I called attention to several matters in which the Prison Rules are habitually neglected here. *Inter alia*, that the bedsteads and other necessary articles of furniture, had not been placed in the cells. This is, unfortunately, still the case.

I found some of the prisoners under sentence playing at draughts, and requested the prison officers to prevent all such amusements for the future.

#### *Religious Service.*

There is no religious service on Sunday; but the Episcopal clergyman now generally visits the prisoners on Saturday.

#### GAOL OF THE COUNTY OF LAMBTON—SARNIA.

I visited this Gaol on the 2nd July, accompanied by the Sheriff. There were in confinement five prisoners—three males and two females.

The Board had met at this Gaol in the month of May last, to inquire into the circumstances connected with the escape of a number of prisoners from the Gaol in the early

part of the year. The Board, at their meeting, entered a minute in the Inspector's Book, calling the attention of the County authorities to certain defects and wants in the Prison—*inter alia*, the objectionable form of the bedsteads, the legs of which had already been used by the prisoners to assist them in breaking Gaol; and the want of an alarm-bell from the Turnkey's sleeping-place to the Gaoler's apartments. In my memorandum of last year I had particularly referred to the want of an alarm-bell for the prisoners' wards. No steps have been taken to carry out the important, though inexpensive, improvements suggested by the Board; but the Sheriff informed me that the County Council had had the minute of the Board before them at a recent sitting, and had decided to attend to the suggestions it contained.

I took occasion to note, in the Inspector's Book, the following matters, as requiring attention:—

1st. The necessity of providing the ward for the female prisoners with an alarm-bell, and

2ndly. The propriety of running a board fence across the female-yard, so as to screen the women, when there, from the male prisoners, and prevent communication between them.

The Sheriff represented that a large proportion of the prisoners during the past year were *deserters* or "*skedaddlers*" from the United States.

#### *Religious Service.*

Religious service is rarely, if ever, held on Sunday. Clergymen occasionally, but rarely, visit the Prison during the rest of the week.

#### GAOL OF THE COUNTY OF ELGIN—ST. THOMAS.

I visited this Gaol on the 4th July. There were in Gaol only four prisoners—three males and one female.

This wretched Gaol still continues in the same state as when the Board was first organized, notwithstanding the repeated and earnest remonstrances of the Inspectors.

Although I had already experienced the utter futility of appealing to the County Council to alter or improve the Gaol, I deemed it my duty again to urge the erection of a proper yard-wall, as a matter of paramount necessity.

The floors of the cells and day-rooms were very dirty, and the whole of the interior of the prison needed whitewashing very badly.

Two of the cells on the upper-story were rendered useless by the leakage into them from the roof.

In order to prevent the women from conversing with the men, as they now can do with perfect freedom, when in their night cells, owing to the peculiarly ingenious construction of the unique Gaol, I suggested that when there are only a small number of female prisoners in the Gaol, they should be kept altogether in the so-called day-rooms, the beds being moved into them from the cells.

The want of a good well inside the Gaol yard is much felt, as all the water used in the Prison must now be carried through the Gaoler's apartments. This may, perhaps, partly explain why it is so sparingly used for scrubbing the floors.

#### *Religious Service.*

There is no service on Sunday in the Prison.

#### GAOL IN THE UNITED COUNTIES OF YORK AND PEEL AND CITY OF TORONTO.

I visited this Gaol on the 8th July, accompanied by the Sheriff. At the time of my visit there were in confinement 156 prisoners; 72 males and 84 females. The whole building was clean and neat throughout.

It was gratifying to learn that since the removal of the prisoners to this fine new building, the average number of prisoners had been below that of last year, and also that the health of the prisoners and of the officers of the Gaol had been improved by the change of quarters.

#### *Dietary.*

The prescribed dietary is, I was informed, strictly observed.

*Assistant Matron.*

In accordance with a suggestion made by the Board last year, an Assistant Matron has been appointed. When the number of female prisoners is considered, it requires no argument to prove that one Matron could not possibly look after them all. Indeed it would be well if at least one more female attendant were appointed.

*Prison Grounds.*

Much has already been done in the way of cultivating the extensive piece of land attached to the Prison, and a large crop of potatoes and other vegetables has this year been raised on it. In this way something has been done to provide employment for the prisoners and at the same time diminish the cost of the Prison.

*Improper Distribution of Prisoners.*

In going through the wards, I found two or three of them greatly over crowded, while others were nearly or altogether vacant. I impressed upon the officers of the Prison the paramount necessity of carrying out the principle of the individual separation of the prisoners as far as the circumstances of the Gaol would permit.

No steps had been taken by the Gaol authorities to comply with the minute of the Board entered in the Book in the month of April last, directing that the steam boilers for the heating of the Prison, now in the basement of the building, should be removed as being dangerous. This should be forthwith attended to.

*Old Gaol.*

It is very much to be regretted that the old Gaol has not been kept as a lock-up for disorderly persons and vagrants: The presence of persons of this class in the new Prison must very materially interfere with the discipline and efficiency of the Prison as a place of punishment and reformation.

I visited the new Gaol a second time on the 6th October, accompanied by my colleagues, Mr. Inspector Ferres and Mr. Inspector O'Neill.

## GAOL OF THE COUNTY OF OXFORD—WOODSTOCK.

I visited this Gaol on the 4th July. There were only six prisoners—all males—in confinement. I was gratified to learn that the average number of prisoners this year is below that of former years.

The Gaol required whitewashing, and the floors of the cells and galleries were not as clean as they ought to be. I found that all the prisoners were in one wing, the other being absolutely unoccupied. I informed the Keeper of the Gaol that as the Gaol possessed ample means of separating the prisoners, he should avail himself of them to the utmost; the great object being to enforce, as far as practicable, the individual separation of the prisoners. The importance of this principle, the Keepers of our Prisons seem unable or unwilling to comprehend.

I made a close inquiry into the circumstances connected with the escape of two prisoners—a male and female—from the Gaol in the preceding months of February and March. Both escapes argued very culpable carelessness on the part of the prison officers. I was informed, however, that the parties most deserving of blame had been dismissed, and trust, therefore, that this may serve as a warning for the future.

The door of the day-room, from which the male prisoner had effected his escape, by cutting a bar, had not been repaired.

## GAOL OF THE COUNTY OF NORFOLK—SIMCOE.

I visited this Gaol on the 5th July. There were then in confinement seven persons; six males and one female.

Of the males, one was a boy who, as the Gaoler informed me, had been sent to the Gaol by the Magistrate, and had been kept there the better part of four years without any formal warrant. This proceeding, although dictated by benevolent motives, is very irregular and improper, and is a grave misappropriation of the Prison. I was much surprised to find all the male prisoners, five, in one ward. I censured the Gaoler for thus permitting or rather compelling the prisoners to associate together when there were ample means of

keeping them separate, and reminded him that it was contrary to the spirit of the Prison Rules and to the instructions of the Inspectors.

*Religious Service.*

This Prison is one of the few in the division inspected by me where there is a regular service every Sunday. The service is performed by the Church of England clergyman resident in the town, Mr. Grasset.

The Prison was throughout clean and in good order.

I was gratified to find that certain minor improvements in the Prison, important in a disciplinary point of view, which had been suggested in my memorandum last year, have been carried out by the County Council.

GAOL OF THE DISTRICT OF KAMOURASKA—KAMOURASKA, L. C.

I visited this Gaol on the 21st August. Pending the completion of the part of the Court House which is intended to be used for the purposes of a Gaol, the prisoners are provisionally confined in a wretched small temporary building, in the immediate neighborhood of the Court House. When I visited this miserable building, there was but one prisoner there. I was informed, however, that it had been very much crowded. A portion of the basement of the Court House is intended to serve as a Gaol; it is entirely too small for the purpose.

GENERAL REMARKS ON THE COMMON GAOLS.

In a memorandum, which will be found appended to the General Report, I have stated, somewhat in detail, the alterations in the law, which appear to me necessary, in order to render our prison system in Canada more deterrent and reformatory than it has hitherto proved.

In that memorandum, I omitted to notice one alteration in the law, which, on further reflection, I think of sufficient importance to offer now for the consideration of the Legislature and the country.

During the last ten years, the Imperial Legislature has passed various Acts authorizing the Courts to direct "whipping" to form part of the sentence, in several classes of offences against the person and against property.

The infliction of this punishment is confined, in these Acts, generally, though not exclusively, to male prisoners under 16 years of age.

The revival of this old mode of punishment has had, it is believed, a very wholesome deterrent influence on juvenile offenders.

It is respectfully recommended that the Legislature of Canada should follow the example set by the Imperial Parliament in this particular, and authorize the use of whipping as a punishment for such offences, and for such offenders as may now be punished in that way in England, Ireland, and Scotland.

The punishment should, of course, be awarded under the same wise qualifications and restrictions as the Imperial Statutes enjoin.\*

The Imperial Statutes contemplate the substitution of this mode of corporal punishment for a part of the sentence of imprisonment.

The benefits expected to result from this mode of punishment are briefly:—

1st. There is less time for contamination in Prison.

2nd. Economy.

3rd. The punishment is more deterring than mere imprisonment.

The superior deterring influence of corporal punishment, as well as its manifest economy, are strong arguments in its favor; but the strongest of all is that, by diminishing the duration of the prisoners' stay in Gaol, it, *pro tanto*, diminishes the giant evil of our prison system—the sure contamination of the better class of prisoners.

With a view to make the new punishment still more instrumental in checking the

\*NOTE.—Section 119 of 24 and 25 Vic., cap. 96, enacts, for example:—"Whenever whipping may be awarded for any indictable offence, under this Act, the number of strokes, and the instrument with which they shall be inflicted, shall be specified by the Court in the sentence."

Another clause provides that, for offenders under 14, a birch rod shall be the instrument used.

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contaminating influences of Prisons, I should strongly urge the expediency of going a step further than the Imperial Legislature has gone, and of authorizing the Courts (in the cases, at least, of offenders under 12 or 14 years of age) to order *whipping, instead of imprisonment*, when they might deem it advisable so to do.

Were such an extension of the Imperial Statutes combined with some summary process by which offenders under 14 could be brought up for trial without being previously committed to Gaol, it is believed that incalculable evil would be avoided, and that the wholesale manufacture of criminals, which has hitherto been going on in our Common Gaols, would be effectually checked.

In connection with this important topic, I desire to repeat here, emphatically, the statement made by me last year, in a paper specially devoted to the subject of the necessity of individual separation of prisoners in our Common Gaols, that I entirely concur in the Report of the Select Committee of the House of Lords, published in 1863, in which they state "that the system generally known as the *separate system* must now be accepted as the foundation of prison discipline."

In prisons, such as we have in Canada, where the prisoners are left without employment, without chaplains, without teachers, and, generally without guards, there is, assuredly, no alternative but separation or contamination.

28th March, 1865.

E. A. MEREDITH,  
Inspector.

SEPARATE REPORT  
OF  
**MR. J. M. FERRES,**  
FOR THE YEAR 1864.

I have the honor to report the condition of the Prisons and other Institutions, inspected by me, during the year 1864.

BARRIE GAOL.

The new Gaol for the County of Simcoe, situated in this town, was fully completed in January, and on the 1st February I reported to the Board that it was ready for the reception of prisoners. It is an excellent structure, well designed by Mr. Horsey, the Architect, and the work well executed by the contractor. The old building, however, is still made use of for female prisoners.

My visits were made on the 10th of May and 16th August, and on both occasions the Prison was found in a fair state of cleanliness. I regretted, however, to observe at the latter date a boy of 14 years of age, while waiting for trial, confined in the same ward with some old offenders, notwithstanding the Rules of the Board on the point, and that there was ample means of separation, both in the new Gaol and in the old.

Such disregard of the rules, it is to be hoped, may not occur again, on the part of the Gaoler. On the same visit, however, although the weather was excessively hot, I found a degree of carelessness in the supply of blankets, which could hardly have been looked for. There were not less than three blankets on every bed, on some there were four and on others five. The weather being too hot for the prisoners to tolerate them for covers, they were making use of them to lie upon.

As the Gaoler, since my remonstrance on this point, has persevered in giving this over supply, the attention of the Gaol authorities was drawn to it, and also to the necessity of placing sheets on the beds, both for cleanliness and economy.

BERLIN.

The condition of this Gaol continues to be all that can be desired, as to cleanliness and order.

When I visited it, on the 11th August, the only female prisoner was the poor insane Dutch woman mentioned in my last report. In all probability she has now passed into a state of incurable *dementia*, a burden to herself and others for the remainder of her life, and another victim to the want of Asylum accommodation so urgently noticed by the Board of Inspectors.

BROCKVILLE.

I inspected this Gaol on the 31st December. The improvements mentioned in last report had been finished for some time, and the Gaol was very clean and orderly. There were two insane men in confinement at the above date, for whom no accommodation was to be had in the Asylum.

BELLEVILLE.

I inspected this Gaol on 17th December, in company with Mr. Inspector O'Neill. No improvements have been made in it yet, although urgently recommended by the Inspectors. It is used for purposes of a lock-up as well as Gaol, and two cells at the further end of the

female ward have been appropriated for the reception of the drunk and disorderly persons taken up in the town during the night. The female ward was thus liable to be let open at any hour to disorderly persons, and the whole length of it traversed before the cells intended for them could be reached. We disapproved entirely of so improper an arrangement, and recommended it to be given up at once.

This Gaol is so insecure, that on the 30th November, the prisoners in the male ward, nine in number, made their escape from it by filing off a few rivets on the window grating.

In company with Mr. Sheriff Taylor, we went over the Gaol carefully, and considered the best means of improving its security, and of increasing its capacity. We have every reason for hoping that another year will not pass over without steps being taken by the County Council to effect both objects.

#### CAYUGA.

I inspected this Gaol on the 6th December. It was in the best possible state of cleanliness, but the Gaol itself stands much in need of improvement.

Plans for the work have been sanctioned for a long time, but nothing, as yet, has been done by the County Council. A cesspool in the yard still exists, as a reservoir of filth, and the means for supplying water are still defective. The yard is surrounded merely by a board fence, entirely insufficient for the purposes of a Gaol. The diet is still supplied by the Gaoler, at a cost of 25 cents per day, while, at other Gaols, the same diet is furnished at prices ranging from 8 to 12½ cents.

#### CHATHAM.

I visited this Gaol on the 9th December, and found it generally clean. There are no bedsteads used here, and the wear and tear of beds and bedding must be, consequently, heavy. The walls surrounding the Gaol yard seem to have been designed without any reference to the safe-keeping of the prisoners. The corners are all at such an angle, as to enable an active man to reach the top of the wall, by bracing himself between the two; and, in case this should be too troublesome, the projections of the Court House window afford means more easy. The arrangement of the Prison door, leading into the yard, and of the yard gate, leading into the street, is also very faulty. These defects were pointed out to the Warden, and members of the Council present at my visit, with a view to their being remedied. A promise was given that they should be.

#### CHICOUTIMI.

I visited this Gaol on the 21st July.

The lead of some of the bars of the window gratings has disappeared, and the distributing pipe from the cistern leaks in several places. As repairs, however small, cannot be undertaken, except upon authority first obtained from the Government, damage is frequently done before they can be effected, even where the Gaol is convenient of access. But, in the case of Chicoutimi, far removed from the Seat of Government, and difficult of access, this arrangement is attended with the more inconvenience, and with greater risk of permanent injury to the building, before it can be prevented. It would, therefore, be well, in my opinion, if the Sheriff of this District, as also the Sheriffs of the few Districts similarly situated, had power to repair trifling defects, as they make their appearance, with the sanction of one Inspector, without the necessity of reporting to the Seat of Government, in the first place.

The only prisoner in confinement at my visit, was a female, she being detained as a witness to give evidence against a man accused of having violated her. It seemed to me however, an anomalous exercise of the law, if there be indeed law for it, to keep the innocent woman in prison, who suffered the injury, while the perpetrator accused was at large on bail.

This district seems to enjoy a happy immunity from crime, there being seldom more than one prisoner in Gaol at any one time, and sometimes none at all.

#### COBOURG.

I inspected this Gaol on the 19th August. It is kept in excellent order, but in consequence of the long-continued drought, there was at that date a scarcity of water even for



ordinary purposes. There were three insane persons in confinement, one of whom was lying in a cell upon a bed of straw entirely naked.

The diet is now supplied by contract, and costs 12½ cents per head per day.

#### GUELPH.

I visited this Gaol on the 11th August. It was clean and in good order, but the latrines are faulty, and a cesspool or reservoir of filth is kept in the yard, the gases from which of course find their way into the building. A chimney has certainly been built to facilitate their escape, but the same expense would have filled up the place in which they are generated.

#### BRANTFORD.

This Gaol was visited on the 6th December and was in good order.

#### BEAUHARNOIS.

I visited this Gaol on the 17th February, and regretted much to find it not so clean as it ought to have been. The floors were dirty, the bedding also, and the straw had been so long in use, as to be reduced almost to chaff.

On the 1st July I visited it again, and found it neat and orderly; but I had reason to find fault, that stoves were kept burning, although, the weather being warm, there was no necessity for them; and that candles were still supplied to the prisoners at night.

#### GODERICH.

This Gaol was visited on the 10th August, and everything found in a perfect state of cleanliness and order.

The Chapel has now been fitted up with a pulpit and benches, and service is held, every Monday, by resident Presbyterian and Methodist ministers alternately. The clergy of the Church of England as yet go to the Gaol only when sent for.

There are still some matters of importance to be attended to by the local authorities, and particularly the padlocks, which, as pointed out in previous reports, are not safe.

#### HAMILTON.

I inspected this Gaol on the 1st December. It was thoroughly clean throughout. As at some other Gaols, there are no sheets on the beds—a want which occasions great wear of the blankets, and is much against cleanliness.

The Prison Rules have become torn or otherwise defaced. The Sheriff was requested to have them reprinted as soon as convenient.

One little boy, seven years of age was undergoing his sentence for stealing, and another, of nine years, as being a vagrant.

#### JOLIETTE.

This Gaol was inspected on the 4th March, and again on the 9th November.

At the first visit the floors were clean but the beds and bedding were filthy. The straw itself had become chaffed up, to coin a word, from long use. At the second visit everything was clean.

There were two female prisoners at the last visit, and as Government has made no allowance for a special female attendant, the Gaoler's wife was doing the duty without remuneration. It is to be remarked that in all the Gaols for the new districts of Lower Canada (for the plans of which the Board of Inspectors is not responsible), the day room is common to the two wards on the same floor, and it therefore happens, that when there are females in confinement on one side, and males on the other, the day room cannot be opened for either, and the convenience of the Gaol is by so much curtailed.

The lead fastening the bars of the window gratings into the masonry, has been picked out from many of them.

The zinc lining of the cistern in the garret has been in holes for months and no water can consequently be had in any part of the building, except what is carried up by hand.

One of the plates of the corridor lock was loose, and had been so for some time

adding very much to the chances for escape, which the absence of enclosing walls and other deficiencies furnish so readily.

## KINGSTON.

I visited this Gaol on 1st April, in company with Dr. Taché, late Chairman of the Board, and on 22nd November, along with my colleagues Mr. O'Neill and Dr. Tassé.

There have been several escapes from Kingston Gaol during the year. One man escaped on the 10th January by rushing out at the passage door while the Turnkey, supposing him to have gone into the kitchen, was engaged in locking the door of the ward which they had just left. Four men escaped on the 21st March, by accomplices outside getting over the Board fence surrounding the Gaol, and bending a bar of the window grating which had been sawed through some time before.

This Gaol is kept generally clean, but the drains being in bad order, throw off effluvia noxious to health.

The fence around the yard is totally inadequate for the purposes of security, and the County Council does not seem disposed to replace it with a better. The prisoners cannot, therefore, have the freedom of the yard, except in the presence of the Turnkey.

There is only one Turnkey to this Gaol, although there is always a large number of prisoners confined in it. At the last visit there were 66 in all, 42 males and 24 females.

The Matron is wretchedly paid for her services, receiving only \$32 per annum, or about half the wages of a common kitchen-maid. Notwithstanding the miserable pittance she receives, she seems to perform her arduous duties with a zeal deserving of a proper salary.

## LINDSAY.

My visit to this Gaol took place on the 18th of August, and I regret to say that the County Council has given no attention to the serious defects, which were pointed out to them at the time it was first occupied.

Should the local authorities continue in their apathy, it will be necessary for the Government to adopt measures to make the Gaol secure.

## LONDON.

I visited this Gaol on the 9th December. It is always kept in an excellent state of cleanliness. The Matron's Department is particularly well looked after, both as to the tidiness and the employment of the female prisoners.

The projection for the latrines is at present so low, as to afford facility for escape, and I would recommend that it should be raised to the same height as the roof of the Prison itself. A force-pump at the river would also be of great service, in giving a permanent supply of water. It would cost but a small sum.

## L'ORIGNAL.

The visit to this Gaol was on 26th October.

The Gaol itself was in a proper state of cleanliness, but the yard was untidy. There were only two prisoners, both males, one of whom was insane.

The bars of the corridor grating are so far apart, that a slim person may work himself through, particularly where it is fixed into the wall. The window at the top of the stairs, having no grating upon it, affords not a difficult means of escape above, and there being no grated door in the passage leading to the kitchen, a means, even more ready, is afforded below.

The yard is so unsafe, in my opinion, that prisoners should never be permitted to exercise in it, without the Gaoler being present.

## MALBAIE.

This Gaol was visited on the 16th July, when there was but one prisoner, a man, confined in it; and again on the 3rd September, when a little boy was the only additional prisoner.

Like the Gaol of the neighboring District of Chicoutimi, this one is sometimes entirely unoccupied.

It is kept clean in every portion.

## MONTREAL.

My first visit to this important prison was on the 6th February. Some portions of it were far from clean. In a host of other prisoners, were 17 boys in confinement, all of whom were under 16 years of age.

On the 18th February, I visited it again, and again I found parts of it dirty. There was also a want of regularity and order, of which complaint had frequently been made by members of the Board, at their visits. The bedding, also, in some of the cells, stood much in need of the wash-tub.

My next visit was on the 3rd June, and, as a new Gaoler had been recently appointed, I inspected the whole Gaol most minutely. I examined the beds and bedding strictly in every cell, and was glad to perceive that everything was now thoroughly clean and neatly arranged.

The walls of the day-rooms were in course of being scraped and whitewashed; the stairs had also been scraped off, and perfectly scrubbed.

On the 15th October and 18th November, the prison was again visited, and the same admirable system of strict cleanliness and order was conspicuous. Two shoemakers, who had been sentenced to hard labor, had been set to work at their trade, early in the summer, and had done a large amount of work, in making and mending.

This Gaol is at all times so overcrowded, that no regard to classification can be had. The hardened criminal, and the novice, are mingled together in the same ward, and even in the same cell. No separation can, in fact, be made of the tried and the untried. And as there is no sort of employment for them, except the breaking of stones, a sentence of hard labor is an entire delusion, when sales of broken stone cannot be made.

## NIAGARA.

I inspected this Gaol on the 2nd December. The Gaoler and Matron keep it in an excellent state of cleanliness, but its construction and arrangement make it one of the most wretched prisons in the country. As a new one will soon be built for the same County, at St. Catharines, it is unnecessary to say anything of the demerits of the present one.

## PETERBORO'.

This Gaol was visited by me on the 18th August.

The contracts, which had been given out last year, for the erection of a new Gaol here, were energetically carried on during 1864, and will be completed now in a few weeks.

The masonry and iron-work, so far as they had been proceeded with, at my visit, appeared to be of an excellent kind.

The old Prison was in admirable order, clean and tidy.

## PICTON.

I visited this Gaol on 16th December. There were only 3 prisoners in it at the time, one male, a debtor, and two females, one of whom was insane. The County of Prince Edward furnishes few criminals, the greatest number at one time having been only nine. The Prison, however, is a very poor one, affording bad accommodation and very little safety.

The building of a new one has been recommended, but as yet the County Council has done nothing towards it.

## QUEBEC.

I visited this Gaol on the 21st October. It was, as usual, in perfect order, although much overcrowded. A considerable amount of employment is afforded here, in picking oakum for the shipping, and curled hair for the upholsterers, but none of any other kind.

## SARNIA.

This Gaol was visited on the 21st May. It was sufficiently clean, but the arrangements are inconvenient. The residence of the Gaoler is in a different building, isolated from the Gaol, and that officer can reach the Prison only by passing first through the yard.

Several escapes have been effected, which, perhaps, have been favored by the want of surveillance arising from the above cause.

## ST. JOHN'S.

This Gaol was inspected on the 15th February, 23rd September, and 17th November. It is kept at all times perfectly clean and orderly.

Like most of the other new District Gaols in Lower Canada, there are many repairs of a minor nature, which are much needed for it, but which, although frequently brought under the notice of the Government, are not effected.

The lead by which the bars of the window gratings are fixed into the masonry, has been picked out, and some of the bars are loose. The water-pipes from the cistern to the latrines, and the discharge soil-pipes, are leaking, and doing damage. The eaves-trough and conduit-pipe are also out of order. There is no yard-wall to isolate the building from the streets, which surround it, and there is no shed, nor other out-house, for the protection of the firewood, except a small erection, put up by the Gaoler himself.

## SANDWICH.

I visited this Gaol on the 21st May and 10th December. The Gaoler does his duty with intelligence and zeal, but it is very badly arranged for a Prison. Classification cannot be attempted, and the separation of the sexes is only by a slight partition, the females being obliged to pass through a male ward to reach their own.

There is no safe yard for work, if any could be procured for the prisoners, nor even for exercise.

Alterations have been recommended by the Inspectors, and were agreed to by the County Council, two or three years ago, but nothing has yet been done.

## ST. SCHOLASTIQUE.

I visited this Gaol on the 8th March, and again on the 22nd June. On the night of the 26th July, it was unfortunately burned to the ground. So rapid was the progress of the flames, that there was not time to release all the prisoners, and three females, named *Casildé Richer, Julie Vanvier, and Erminie Richer*, unhappily, perished in the conflagration.

The work on the new buildings was begun towards the close of the season, and will be prosecuted with vigor next year (1865).

## SIMCOE.

(County of Norfolk.)

I visited this Gaol on 4th December, and found it scrupulously clean. There were six prisoners, all males, and a little orphan boy, maintained by the County Council, as there is no other refuge for such unfortunates. The Gaol is in good condition, but the gratings of the windows would be much improved by the cross and upright bars being riveted together at their points of contact. A Gaol kitchen is also much required.

## STRATFORD.

This Gaol was visited on the 6th August, and again on the 11th. The Gaoler gives due attention to the cleanliness of the whole Gaol in every department; but the building itself is totally unfit for the purpose to which it is devoted. The Board has condemned it, as being insecure, and has reported its inefficiency to the Government. It is, therefore, unnecessary to repeat here the defects existing in its construction.

I have had frequent interviews with individual members of the County Council, with the Gaol Committee, and twice with the Council itself. At all these there was but one sentiment, viz: that a new Gaol should be erected. Some resolutions respecting plans have actually been passed, but as yet no advance has been made in doing any work.

An insane epileptic man had been here since 4th February.

## SWEETSBERG.

This Gaol was visited on the 1st June. It is one of the new District Gaols, and under the responsibility of the Government itself. Like all the others, it requires a good many repairs, trifling in cost, but important in their nature, such as leaks in the water-pipes, which are injuring the brick, wood and plaster-work, fastening anew the bars at the window gratings with lead, &c. But nothing is done, and, by and bye, the injury will become serious, as well as expensive to repair.

There is no wall nor fence of any description around the Gaol building, and, therefore, no exercise for the prisoners. Of late, there has been no Turnkey, nor other assistant to the Gaoler in his duties.

## ST. THOMAS.

This Gaol was visited on the 8th December.

It has the most forlorn and dilapidated appearance of all the Gaols in Upper Canada. The glass was broken in the windows, and snow was drifting into the rooms. Some of the windows in the unoccupied wards were not even shut, and snow had accumulated on the floors. Two of the rooms had been rendered totally useless, in consequence of leaks from the roof, which had been dripping at every storm, for the last ten years.

The yard and exterior of the Gaol were as wretched-looking as the interior. Litter and rubbish and firewood encumbered it. The fence was a low, common one, of no service whatever.

Fortunately there was but one prisoner in confinement, at the date of my visit, but he was shivering over a stove in a cell, of which the glass in the window was broken, with the thermometer below zero. The floor was covered with corn in the cob, with sticks of firewood, chips and sundries of rubbish.

This Gaol is a disgrace to the County of Elgin.

## TORONTO.

In company with my colleagues I visited this Gaol on the 6th April, 6th August and 6th October.

The new Gaol was occupied for the first time on the 21st March. It is a large and handsome building, containing 140 single cells, 32 double cells, eight solitary cells, and two dark cells, or 182 in all. It is heated by steam, but the boilers for generating it have been placed in the middle of the basement story of the prison, an arrangement which the Board has disapproved of on account of the risk.

Every department appears to be conducted with great regularity, under Governor Allen, and cleanliness prevails throughout, although at my last visit there was room for complaint on this head; and also that on the occasion referred to some untried prisoners had been placed in the same ward as others, who had been sentenced.

The regulation diet has not yet been carried out.

There has been a falling off in the number of prisoners at this prison during the year arising probably from the demand for men for the armies of the United States, and the excessive bounties paid for recruits.

## WELLAND.

This Gaol was visited on the 2nd December.

It continues in a state of decay. The outside walls are rent, and some of the inside ones have fallen down. Those of the lower ward, on the female side, are a mass of ruins. The Board has reported the dangerous condition of this Gaol in several annual reports, but the County Council has not yet seen fit to attempt to arrest the progress of decay, which has been going on. I consider the female wing as positively unsafe.

## WHITBY.

I visited this Gaol on the 3rd August.

It is always to be found admirably clean and orderly. It is well managed in every respect. The Governor and Matron are very efficient officers.

## WOODSTOCK.

This Gaol was visited on the 5th December.

It is kept in good order, but from want of vigilance, to say the least, some escapes took place in the course of the year. The Gaol Committee of the Council, having investigated the matter, have ordered such precautions, that similar neglect is not likely to occur again.

The bedsteads in use here are of iron, but besides being dangerous, as furnishing deadly weapons, if broken up, they are not so convenient as the common stretcher, which can be removed, in a moment, for ventilation and scrubbing purposes. They are also very

expensive, compared with the stretcher; the one kind costing about five dollars, and the other about as many shillings. It has been recommended to the Gaol Committee, to dispose of them.

There are large tanks for rain-water now in the yards, and if a cistern were placed in the garret of the Gaol, with pipes to distribute it where wanted, after being pumped up from the tanks, the expense would be well laid out, both as to convenience and to cleanliness.

Among the male prisoners were two lunatics. There were also three infant children with their mothers.

#### GENERAL OBSERVATIONS ON THE COMMON GAOLS.

The first thing that is to be observed, in inspecting the Gaols of Upper and of Lower Canada, is that, in Upper Canada, with three or four exceptions, they are all surrounded by solid walls of brick or stone, and the yard is divided into separate portions, by a cross wall, giving to males and females separate exercising ground. Without these enclosed yards, the Prison Board would not consider the Prison complete. In Lower Canada, with two or three exceptions, there is no enclosing wall whatever. In Upper Canada, prisoners may be permitted to take exercise in the open air, with some guarantee against escape. In Lower Canada, they cannot be permitted out of the building at all.

In Upper Canada, the Common Gaols are built and maintained at the expense of the Municipality; the officers of which see to necessary repairs. In Lower Canada they are made a charge on the Government, and repairs are with extreme difficulty obtained; in fact, it may be said, that no repairs are made at all.

The Gaols of the thirteen new Districts of Lower Canada are all of recent erection, and as no local tax has been levied on the people of the Municipalities to build them, I do not see why they should not be called upon to erect, at least, the enclosure walls of the yards. It seems to be an aggravation of a prisoner's sentence, to prevent his going into the fresh air for the whole period of its duration, whether one month, six months, or twelve.

The prospect, at the present moment, is not clear, that the Government will undertake the construction of those walls, but the Municipalities, for whose benefit the Gaols have been erected, might, with great propriety, be called upon to do the work.

#### PENITENTIARY.

I visited this Institution, with the Board, from the 29th March to the 4th April; from 23rd to 26th May; from 16th to 17th June; from 24th to 30th September; from 19th to 23rd November; and from 18th to 24th December, all inclusive.

I also visited it alone from 20th to 26th February; on 20th August; and from 24th to 29th November, inclusive.

At the request of the Auditor General, I accompanied Mr. Tims, of his Department, on a visit made by that officer, to inspect the accounts at the Asylums and Reformatories. This occupied us, at this Institution, from the 28th July to the 1st August, inclusive.

The discipline, under the vigilant rule of the Warden, has been fully maintained, and the character of the Institution as a penal establishment well supported. The discipline, however, is to be regarded as almost wholly of a penal character. It is quite true, that there are chaplains to afford religious, and a schoolmaster secular instruction. So far, therefore, as their ministrations can avail, reformatory efforts may be said to be made. But for the real reformation of the convict, something else is to be done, and some other means used, than the delivery to him of moral lectures, however eloquent, and however appropriate to the circumstances in which he is placed. He must be taught the more active virtues of self-control, and of perseverance towards an object, and this object should be shown to be connected with his own permanent material interests. He ought to be made thoroughly persuaded, that the course of wrong-doing is a positive injury to himself individually, apart from any considerations of the evil such conduct brings upon society, and that the course of right is not only profitable to himself, but equally attainable. But without necessary action on the part of the Government, and of the Legislature, no system—such even as may be carried out in this country—can be really established.

Any system, no matter what, must have for its basis a gradation of reward for good conduct, either in money at the expiration of the sentence, or in shortening of the sentence

itself, or in both combined. The convict must have hope, and he must have certainty. He must have the hope, that the distinction, by marks which he sees possessed by others, he may, by good conduct, attain to himself; and he must have the certainty, that, when attained, his perseverance in good conduct will bring him its reward.

#### REFORMATORY FOR UPPER CANADA, PENETANGUISHENE.

I visited this Reformatory on the 11th and 12th May, 12th, 13th and 14th August, and on the 28th and 29th December.

This institution continues to be managed with judgment and zeal by Mr. Kelly, the Warden, and is ably aided by the officers under him.

Great progress was made in the erection of the new buildings, and it is to be hoped they will be finished in the course of next year.

The boys appear to be faithful and diligent in the various occupations to which they are put; but it will be impossible that affairs should settle down into a steady system until the proper requisites for the wants of a Reformatory are brought into existence, and this cannot be until the buildings are finished.

In the meantime some are occupied in trades, but most of them give their labor in aid of the men who are employed in the works on the buildings.

The Schools, both Protestant and Roman Catholic, are held regularly every day, but progress, partly from the reasons alluded to above, and partly from others, has not been as great as could be desired.

#### REFORMATORY FOR LOWER CANADA AT ST. VINCENT DE PAUL.

I visited this institution on 9th March, 7th May, 19th June, 23rd and 24th August, 20th September, and 2nd and 16th November.

On the night of the 7th August a fire broke out near the kitchen which reduced the whole building to ruins, and two of the boys unfortunately perished in the conflagration.

This sad disaster completely upset all arrangements which had been made for the management of the Reformatory, and the discipline of its inmates. There is nothing therefore to be said upon these heads at the present time, nor can much be expected until the buildings are reconstructed.

During the fire, the boys behaved in the most praiseworthy manner. Not one of them attempted to escape, although, in the confusion of so sudden a catastrophe, escape could not have been prevented. Many of them gave very efficient aid in rescuing their companions. Indeed, had it not been for four of them, who behaved with great presence of mind, a greater loss of life would have been to be deplored.

Mr. Prieur, the Warden, immediately set to work to clear away the ruins, and erect temporary wooden buildings for the accommodation of the boys, in the meantime. In these operations of the simplest necessity only for the Institution, are carried on; but it is evident, that its purposes, as a Reformatory, cannot possibly be accomplished with the make-shift establishment as now existing.

The Warden, however, is doing what can be done at present; everything being again reduced into such order as the circumstances will permit of.

#### GENERAL REMARKS ON REFORMATORIES.

In my last Annual Report, I stated, at length, the opinions I had formed at the time, on the points I desired to bring under review in the Reformatory system.

The principles which, it appears to me, should be kept ever in sight, may be expressed in a few words. They are:

1. No boy over sixteen years of age should be sent to a Reformatory.
2. The sentence passed should, as a general rule, have reference more to the boy's position—helpless or otherwise—than to the trifling nature of the offence. It should have regard rather to the year of his age at which he is to be discharged, than to the number of intervening years he must pass to reach it. If this were observed, the Reformatory would be a Refuge as well as a place of detention, in which destitute boys could be maintained, until they should be able to do for themselves.
3. In a country like Canada, containing vast tracts of unoccupied soil, the art of farming should be taught to all the boys, along with any trade which he may be set to learn;

and, for this purpose, an ample allowance of land should be provided, proportionate to the greatest number of lads which the Institution may be designed to accommodate.

4. A system of rewards should be sanctioned by the Government, to stimulate the lads to reach a something of substantial good before them, which they know they can attain to by their own conduct. Under our present system, a boy may be punished for bad conduct, but he has nothing to look to as a tangible premium for good.

## ASYLUMS.

### PROVINCIAL LUNATIC ASYLUM, TORONTO.

I visited this Asylum on the 5th and 6th April, 17th and 18th May, 4th, 5th, 16th and 17th August, 3rd and 4th October, and 25th, 26th and 27th December.

As to the management of this Institution under the able direction of Dr. J. Workman, Medical Superintendent, assisted by Dr. B. Workman and Mr. Kennedy, nothing more need be said than what has been stated in all previous reports. It is managed with a zeal and intelligence which have gained for the Medical Superintendent a high name among alienists on this side of the Atlantic.

Every department, with one exception, has been conducted with an order, regularity and efficiency, which argue a devotedness not always to be met with.

The Medical Superintendent has continued in his work of improving and ornamenting the grounds, and ameliorating the original defects of the building as to ventilation.

But the means of classification remain as deficient as ever, from the want of the wings, the erection of which were contemplated in the plans from the beginning. The impossibility of separating the violent or the filthy from the other patients has been pointed out year after year for so long a time, that the construction of them is now almost despaired of. The benefits of the Asylum, however, can never be fully realized, so long as the building remains in its incomplete condition.

### UNIVERSITY BRANCH ASYLUM, TORONTO.

I visited this Asylum on the 18th May and 5th August.

As noticed in previous reports, this Asylum is for the accommodation of incurable cases, sent from the Provincial Asylum, and there are generally about 70 women in it, besides four or five male patients, who employ themselves in the minor matters in the *ménage*.

Mr. Blair, the Superintendent, and his sister, Miss Blair, the Matron, keep the buildings in an admirable state of cleanliness, and the adjacent grounds in an equally commendable state of order. The flower-garden is a perfect picture in its way. They both have the happy faculty of managing the inmates, as if they were children of their family, and their treatment shews itself in the air of confidence and contentment which pervades the establishment.

### BRANCH ASYLUM, ORILEIA.

I visited this Asylum on the 14th and 15th May, and on the 15th August.

In my last Report, I noticed, with regret, the unsatisfactory manner in which the books of account had been kept by the clerk, and that directions had been given for them to be re-written. It is with still greater regret, that I have now to state, that they are not yet in a proper shape. The cash expenditure is, indeed, properly supported by vouchers, but from inaccuracies in Journal entries, Mr. Inspector O'Neill and myself, being the Committee of Audit, found that a balance-sheet from the Ledger could not be obtained, without constructing the books ourselves from the commencement, a labor which it was not our duty to undertake.

Dr. Ardagh, the Medical Superintendent, and the Matron under him, are most zealous in the execution of their duties. The building, in every portion, is a pattern of cleanliness, and Dr. Ardagh, in addition to his professional services, has given much time to improving and beautifying the grounds. It is very much to be lamented, that the latter are so small in extent, and that additions cannot be procured to them, without an expense much disproportionate to their value.



## MALDEN ASYLUM.

I visited this Institution on the 18th and 19th May; on 7th and 8th August; and on the 12th, 13th and 14th December.

The Medical Superintendent, Dr. Fisher, gives every attention to the management of this establishment, in his professional capacity, and, generally, the other departments are well looked after.

## ROCKWOOD ASYLUM.

The centre portion of this splendid building has now been brought to such a state of advancement, that, in the course of a few weeks, sufficient room in it can be fitted up to receive all the male lunatics, now confined in the Penitentiary. It will be recollected that all the female lunatics, confined for crime, or as dangerous to be at large, have been accommodated in an outbuilding at Rockwood, arranged for them temporarily, and here they will probably still remain for some time yet.

Great credit is certainly due to Dr. Litchfield, the Medical Superintendent, that notwithstanding his patients being cooped up in the basement of one of the buildings of the Penitentiary, without due provision for ventilation, and with an outside area for air and exercise of the most limited extent, they have been preserved in an excellent state of health. Their removal to Rockwood will be a great boon to them, and a great relief to the Penitentiary also, where their presence interfered materially with the economic arrangements of the prison.

The above Asylums are situated in Upper Canada, and those which are noticed below are in the Lower Province.

## PROVINCIAL LUNATIC ASYLUM, ST. JOHN'S.

I visited this Institution on the 15th February, 23rd September and 17th November.

Dr. Howard with an establishment supplying only a passage for the double purpose of a day room and dining room, with dormitories also so crowded that the beds are but a few inches apart, manages to maintain the utmost cleanliness in the building, and his patients in good health.

The numbers here are from 60 to 65, male and female, and it is only by the most extreme vigilance and care, constantly exercised, that the place can be inhabited at all by such a crowd.

The House never having been intended for an Asylum, never can be adapted now to the purpose. Its wretched condition has been before the Government in frequent reports, and nothing can be said at present in condemnation of it, that is not perfectly well known already, both to the Government and to the public generally.

## BEAUPORT ASYLUM.

This a proprietary establishment, to which the Government sends patients, paying for them \$2.75 per week, for their maintenance.

I visited it on the 11th January, 6th and 8th September, and 12th November.

The additions to the buildings noticed last year, were all completed early in the present, and it was estimated that the accommodations were thus increased by one-fourth. By some oversight, however, of the Architect, and of the proprietors, there was no provision made of any kind for ventilation in the new portions, many of the rooms having no other opening, (except the windows,) than the stove pipe hole which when stoves are in operation is of course filled up.

When the additions referred to were first spoken of, it was expected by the Board, that the deplorable overcrowding, which had been one of the distinguishing features of the old buildings, would be at once relieved. In this, however, the Inspectors have not only been disappointed, but the erection of the additions appear to have been made an excuse for jamming into the enlarged establishment unfortunate beings, in still greater proportionate numbers, than there previously were in the old one. Matters, therefore, instead of being ameliorated, had become worse, in respect to numbers, and much worse in respect to the supply of fresh air.

Mr. Inspector Meredith and myself having made an inspection together on the 8th September, took, at the same time, a measurement of all the rooms, then occupied as dormitories, when we found that many of them did not afford more than 350 cubic feet of air

to each patient, and none of them 500. As all writers are agreed, that a space not less than 800 cubic feet should be given to each patient, *with good ventilation*, an idea may be formed of the miserable position of so many unfortunate creatures, cooped up in pens in the cellars and garrets. The facts which we became acquainted with, at that visit, induced me to examine more particularly than I had hitherto done into the condition of this Asylum, and tended much to change the opinion I had previously formed of its management.

At the date of my appointment as a member of the Board of Inspectors, the Institution was in a very overcrowded state, and considering that state, I was quite ready to give every credit for the care, cleanliness and other marks of attention at all times visible.

I accepted also the great excess of the population, above the capacity of the buildings, as an existing fact, without speculating very *particularly* as to its cause. But when an enlargement of the buildings took place, professodly for the very purpose of giving relief to the pre-existing excess, I was somewhat taken by surprise to observe, that it was accompanied, even while the works were advancing, with a continued addition to the numbers, so that when it was fully completed, the same and indeed worse overcrowding still remained.

The thought then began to be forced on me, that the interests of the lunatics, their health and comfort, were of secondary consideration throughout. The Proprietors give their assurance of their having informed the Government that their Institution is and has been much over-populated, and I have no reason, of course to doubt the assurance, and it may have been with great compunction that physicians, who know the effects upon lunatics of congregating them at night in cribs erected in badly ventilated rooms, under such circumstances, consented to what, as professional men, they condemned. I venture to think' also, that if the Government were made sensible, that the purely idiotic patients who now encumber so much the Beauport Asylum, could be safely taken care of by their relatives at home, and were made aware of their hopelessly incurable state, as well as of the injury which their presence does to the curable insane, the proprietors would be relieved of further pressure, on the part of the Government, to undertake what, professionally, they feel they ought not to do.

I should have been glad to see the proprietors gradually removing those miserable patients, who occupy the confined cells in the garrets of their establishment, into rooms deserving the name of dormitories, instead of their being obliged to continue locking them up in such places, by continuing to receive new patients, beyond their means to accommodate them.

Let the responsibility of this overcrowding rest where it may, I cannot but condemn the fact, as it exists, and it is much to be hoped, that the present state of things may be soon put an end to.

J. M. FERRES.

## SEPARATE REPORT

OF

## MR. TERENCE J. O'NEILL,

FOR THE YEAR 1864.

I have the honor to report the visits made personally by me during the past year. I take the liberty also of appending some reflections of the condition of our Common Gaols, and their management, and, on a subject which is growing into alarming dimensions, Vagrancy!

## BARRIE GAOL.

Visited this Gaol on the 9th and 14th May. The number of prisoners, on the former occasion, was 9 males and 2 females, 2 of the males insane; and on the latter occasion, 10 males and 2 females.

From the valuable improvements recently made here, comprising a new Gaol of 18 cells, built in connection with the former one, after plans approved of by the Inspectors, and in a manner highly creditable to the County Council, this may now be regarded as an excellent Prison, possessing largely the means for classification and security.

The cost of dieting the prisoners, which had heretofore been extravagantly high; exceeding, in fact, that almost of any other Gaol throughout the Province, has lately been reduced to a comparatively low figure. It is, however, still far beyond what it should legitimately be; besides that the mode of supplying it (the Gaoler being the contractor) is in direct contravention of the Inspectors' regulations. And, strangely enough, in still further violation of the regulations, the authorities neglect to supply the cell of each prisoner with a pair of sheets of cotton, or coarse linen; whilst, with unaccountable wastefulness, the beds were recently found, by the Inspectors, to be supplied with from 3 to 4 pair of blankets each.

Such extravagance, it should be remembered, falls not on this County alone, but is in a large proportion, borne by the general public, as is also the cost of cutting the firewood for the prisoners' use, which is charged to the County Council by the Gaoler, though done by the "hard labour" of the prisoners.

The general management of their Gaol must be considerably improved before the Inspectors shall be able to speak of it as they would wish.

## BELLEVILLE GAOL.

This Gaol has been visited several times during the year. My visits were on the 13th January, 28th June and 17th December.

The condition of this Gaol has been so bad, in every sense, as to be for several years, a subject for condemnation, in the annual reports of the Inspectors.

Buried several feet below the ground level, and constructed without any provision for air, light or ventilation, it might claim pre-eminence amongst the worst of prisons.

From the want of a proper Gaol yard and surrounding wall the prisoners are never admitted outside their wretched cells or day-rooms.

The only exclusion to outsiders is a rickety board fence, which can be crossed at pleasure, by those desiring communication with the prisoners.

In the case of prisoners committed for any of the higher class of offences it will be seen that nothing but the most unceasing watching and care can ensure their safe-keeping. It is neither reasonable nor just that the anxieties and troubles of the Gaol authorities should be unnecessarily increased from such causes.

The County Council after prolonged deliberations; which reflect credit on their caution, and exhibit their dread of the consequences of precipitate action, decided on making such additions to the present Gaol as would meet the requirements of the law.

It is due to the Matron of this Gaol to state—for by her it would appear the burthen of management is borne, that it is usually kept in pretty good order, but by the indifference of the Gaoler to enforce the rules and instructions of the Inspectors, the prisoners have enjoyed a far too "free and easy" treatment.

Three or four prisoners have been permitted to occupy one single cell, whilst there was a separate cell for each of them, and this, that they might pass a winter's night more cosily together, the Gaoler not being impolite enough to refuse the scamps this request; though knowing that the indulgence was in the very face of the rules and strict instructions of the Inspectors, and every wholesome practice connected with the penal treatment of Gaol prisoners.

The inauguration of a new Prison will, it is hoped, lead to more vigorous and sensible management.

The cost of diet only from 7 to 8 cents per head daily.

#### BERLIN GAOL.

Visited here on the 8th December. There were in confinement 9 males and 1 female. The latter was insane, and had been for two years an inmate of the Gaol, another eloquently speaking testimony, if such were needed, of the utter insufficiency of hospital accommodation for the insane; which subsidizes the greater number of our Gaols to the purposes of "branch asylums," but without the tender care and curative treatment which the insane hospital supplies to the bereaved.

I found the Gaol in admirable order throughout; the cell necessaries are well supplied, and the diet in conformity with the rules of the Inspectors. The charge for diet is a fraction under 8 cents per head daily. The whole management appears to be excellent.

#### BROCKVILLE GAOL.

I visited here on the 18th and 27th of June. There were then in confinement 10 male and 1 female prisoners.

The recent alterations in this Gaol have added materially to its safety and convenience, and to its means of classification; though it is still far too restricted in accommodation for the wants of so populous a locality.

From the 9th to the 15th of April, there were as many as 27 prisoners in confinement here. On the 11th the number had reached 32. When it is remembered that this Gaol is designed to afford proper accommodation to but 18, the impossibility of observing any system of classification can be easily understood.

The prisoners' food is bought by the Gaoler and paid for by the Council, costing from seven to eight cents per head daily.

By the late alterations the security of the Gaol yard has been much increased, and a supply of water, hitherto carted from the river at considerable cost to the county, is obtained on the premises.

The management is in efficient and zealous hands.

I visited again on the 23rd and 27th of August and found, as on the former occasions, the whole prison in a state of perfect cleanliness and order.

#### COBourg GAOL.

I visited this Gaol on the 5th December. There were then in confinement 11 males and 15 females.

The improvements recently carried out here have made this a capital and commodious prison, and also a secure one. Nevertheless, I found, on examining the records, that an escape had taken place a few weeks previous to my visit.

The blame of the escape mentioned is not due to any defect in the Gaol, but to the imprudence of the authorities in employing prisoners to work outside in unprotected situations, whilst they could be employed within the yard with perfect safety.

In justice to the Gaoler it may be added that deeming himself in some degree to blame for the escape mentioned, he offered a liberal reward for the recapture of the prisoner, with what success I have not learned.

A melancholy spectacle was presented here in the case of an entire family, the mother and her five children, ranging in age from four to twenty-three years, undergoing imprisonment at the same time, and not, be it observed, for being participators in the same offence, but all, or nearly all of them, for some offence committed by each on "his" or "her own hook."

There was also another sad specimen of precocious thieving. An unfortunate child between seven and eight years of age committed for stealing money out of a church—and probably not the wretched urchin's first essay—the act of unpremeditated impulse, or suggestion of an older head. He had been suspected of having practiced the "black art" on other occasions, and quite likely on his own instincts. It is to be hoped that the merciful sentence awarded him will be one of many years in the Reformatory.

From the large number of prisoners usually confined here, it is of much importance that some systematized modes of employment should be provided.

Oxbourg Gaol is one of those to which the remarks contained in my Memorandum on "Common Gaols," included in my present personal report, will forcibly apply, and let us hope that ere long the suggestions offered will be acted on.

The diet is represented as costing 12½ cents per head daily, but on analyzing the cost from the returns furnished to Government, the amount is found to be 17¼ cents.

The Gaol is uniformly kept in the cleanest and most orderly manner.

#### CORNWALL GAOL.

In each of the Annual Reports of the Inspectors, the unworthy condition of this Gaol has received a due share of prominence.

Instead of enumerating its defects, it may be stated that this Gaol does not possess a single requisite for safety, health, or moral protection, or which would conduce to criminal reform, which a well-constituted prison should have.

The unprotected state of the Gaol yard is such, that the Gaoler cannot dare to allow prisoners into it, either for exercise or labor.

A plan was prepared, some years ago, by the Inspectors, shewing the improvements of which the Prison, as now constructed, was most susceptible; but it was rejected by the County Council. This body submitted another plan, but one so completely inconsistent with the changes absolutely necessary, that the Inspectors could see in the proposal only a palpable disposition to get rid of the subject of improvement altogether.

Why the Municipal authorities should persist in considering themselves exempt from responsibility in a matter which, almost everywhere else, is treated conscientiously as one, not alone of wise policy, but solemn duty to our fellow-men, I am at a loss to imagine.

It is not just to the Gaolers and their assistants, to entail on them the increased anxiety and vigilance which such a state of insecurity necessitates. Neither is it just to society, that after thieves have been detected and prosecuted to conviction, at much expense, they should be allowed to go at large, from the exposed and insufficient condition of the Gaols, as has been the case here and elsewhere.

So many attempts had been made by the Inspectors, to induce the Council to review this matter in a more liberal and enlightened spirit, and had failed, that the Inspectors found it necessary, in order to absolve themselves from the odium in which such neglect involves all concerned, to refer the disposal of the subject to the Government, in whose hands it now lies.

At my visit of the 14th, 26th and 27th June, the Gaol was clean. Of the male prisoners, no less than 4 were insane. For the admission of 3 of them, I was informed, that application had been made to the Asylum at Toronto.

#### GODERICH GAOL.

Visited here on the 9th December. The number of prisoners was then 12; 9 males and 3 females.

Numbered amongst the prisoners, I found a man of advanced years and of respectable appearance, who was not committed upon any charge, but simply allowed, by the Magistrates, to enjoy the hospitality of the Gaol on charity.

The practice obtains in Lower Canada, of allowing parties to "commit themselves," or, in other terms, to use the Gaol as a "home for the distressed," but whether the Gaol Law of Upper Canada recognizes this mode of administering relief, I cannot answer.

This Gaol has lately undergone alterations which have improved it considerably. It is nevertheless still but an indifferent Prison. The day-room accommodation is quite insufficient, and the general capacity too limited. As many as 27 prisoners have been confined in it at one time, which is a much greater number than there are cells for, consequently due regard cannot be paid to classification.

The separation of the United Counties, and the erection of another Gaol within the County of Bruce, will, however, relieve the pressure on this one materially.

The same evil which I have remarked upon elsewhere in the construction of the Gaol yard walls, allowing the returns to form sharp angles instead of being rounded exists here.

Those corners present a tempting medium of escape to the nimble and practised gaol-goer, and entail increased anxiety and vigilance upon the Gaoler and his assistants, who loudly condemn this form of construction.

The yard privies were in a very offensive condition, being nearly full and causing quite a stench throughout the yards. The turnkey who attended me in the inspection, the Gaoler being then absent, was unable to say how the nuisance was to be remedied.

In this prison also was another fitting subject for the Reformatory, a poor youth of 12 years of age awaiting trial at the coming Quarter Sessions for the stealing of some trifle. It was his second known offence. For the first, the stealing of a watch, he was not prosecuted. It is to be hoped that sufficient commiseration for his unfortunate propensity will be shown by sending him to the Reformatory for five or seven years.

As in many other Gaols the rule prescribing the number and description of cell necessaries is here neglected. The Gaol was clean, but had not that tidy look which indicates systematic management.

#### GUELPH GAOL.

I visited here on the 7th December. There were in confinement 11 males and 1 female; two of the male prisoners were insane; one of them had been confined here for 2 years. The Gaol was in excellent order; the water-closets constructed within the wall have, as in many other Gaols, proved a failure. All of them but one were locked up from the use of the prisoners.

The food costs here about 8 cents a day. The management seems to be in respectable and capable hands.

It is hoped that some of the works, of which I exhibited samples to the Gaoler, will be initiated here at an early day.

There is but one Gaol yard here for the use of all prisoners. As this is large, it would be proper to divide it by two walls, thereby allowing a separate yard for males, females, and juveniles.

#### HAMILTON GAOL.

I visited here on the 10th February, 18th April, 10th August, and 5th November. On all occasions, the Gaol was very clean and orderly. Its condition has been so repeatedly reported on, and its utter inadequacy to the wants of the populous locality in which it is situated, so often brought under the notice of the Municipal authorities, with a view to amendment, that it is not necessary here to restate the subjects of complaint. The only practical remedy in this case, in conformity with the principles of Prison reform, is to build a new Gaol elsewhere. The quantity of land attached to these buildings, (even if the present Gaol could be reconstructed to advantage,) is entirely too limited. Where there are usually from sixty to 80 in confinement, as is the case here, a much larger scope is necessary to furnish the requisite yards, workshops, &c.

The present Gaol would still be useful as a lock-up. Where the vagrant population is as numerous as it is here, such an auxiliary is of much importance, and it is to be hoped it will be retained as such.

As it would be truly criminal to subject unfortunate prisoners to the moral and

physical suffering they are here undergoing any longer than the pecuniary necessities of the municipality compel it, we trust the improved state of their finances will warrant the authorities in undertaking the construction of a suitable prison at an early day.

The male prisoners are generally employed in breaking stone for the city corporation. For the females there is no regular employment found; The washing and mending of their own clothing comprise nearly all they do. Under the management of an efficient and zealous Matron the labor of twenty-five women (the number usually in confinement there) might be turned to a profitable account.

The diet is supplied by contract at a cost of about eleven cents a head, daily.

Like the greater number of the old and unimproved Gaols, the cells are quite inadequately supplied with the proper necessaries; there are neither sheets nor pillows.

There is not a single apartment throughout the building, in which this large number congregates appropriated for an hospital. Neither is there a suitable bath-room, a portion of the hall in the women's ward has a hanging curtain to screen the bath when being used. What provision to cleanse the loathsome males there is, I know not. I believe not any.

It may be remarked with much satisfaction that several clergymen attend regularly, by turns, to give religious instruction on the Sabbath.

#### KINGSTON GAOL.

I visited this Gaol several times during the year, and found it usually clean and in good order.

The want of proper inclosing walls to the Gaol yard makes it unsafe, and none therefore, but the feeble and vagrant class of prisoners are admitted into it to cut the firewood used in the Gaol and in the Court House offices, and this is the only labor performed by the male prisoners.

The want of a secure Gaol yard has been repeatedly brought under the notice of the County Council, but it still remains unremedied.

The Council should remember, that, in thus acting, they are frustrating the sentence of the Court, and exonerating the prisoner from the penalty of hard labor awarded him for his offence.

By such policy, the Gaol comes to be regarded by the habitual Gaol-goer rather in the agreeable light of an ordinary boarding-house, than a place of tribulation; and the expenses of the Gaol are largely increased, in the support of a class that, if punished with some species of compulsory labor, would thereafter endeavour to keep clear of it.

The Gaol yard, however, is not the only defect requiring a remedy. The Gaol itself is far too small for the patronage bestowed on it, and does not admit of a proper separation of the prisoners. The tried and untried are confined within the same wards, and the young offender, on a first charge, and those who have been convicted a score of times, are frequently herded together.

Correction cannot ensue from such imprisonments, and it is clearly the duty of those the trust is confided to, to make such suitable changes in the Gaol, as will make it a place of correction.

It is pleasing to record the attention bestowed on the prisoners by several of the clergy, in religious exercises and exhortations. Much credit is due, also, to several benevolent ladies, who attend frequently, endeavoring to affect the hearts of the unfortunate female prisoners to more righteous courses.

Some work has occasionally been done by the female prisoners, in knitting socks and stockings, but the efforts have been purely spasmodic, and not continued in a regular and systematic manner. It is desirable that the County Council would see that the Matron, who is their officer, be constantly supplied with yarn so that no excuse would be furnished for the idleness of the prisoners.

The Inspectors learn, with regret, that the Matron does not meet with the recognition of the County Council, as one of their officers. They must be sensible, that as Kingston is never free from female prisoners, so, in consequence, it must always be provided with a Matron.

Should the Gaol be, at any time left without the services of a Matron, through the

neglect of the authorities, the Inspectors would feel compelled to bring the matter under the notice of the Government.

#### LINDSAY GAOL.

I visited here on the 29th and 30th June and found the Gaol throughout admirably clean and apparently in capital hands.

This is one of the new Gaols built within a year or two after plans approved of by the Inspectors.

Owing, I believe, to some difficulty with the contractor for the building, the work was carried on by the Council in a manner different from that originally intended.

The desire on the part of the Council to have the Gaol completed in time to have the new county proclaimed without the delay of another year, led to the hastening of the work, in a manner which has already proved injudicious, and must entail more expense on the County than if the work had been carried on less hurriedly. The iron work, though not absolutely faulty in point of material, is clearly made by hands inexperienced in that kind of work.

In many cases the cell and corridor doors are out of working order, and consequently render it unsafe to confine prisoners in those portions of the Gaol.

The Council, however, has assured the Inspectors that the Gaol shall be put into such a state as would satisfy them of its trustworthiness.

The plan of the privies is different from that expected by the Inspectors to be carried out. They are at present a grievous nuisance. I suggested on this occasion a mode of abating this in the meantime, whilst an effectual remedy is being provided, which, it is hoped, will be done without delay.

The Gaol yard walls are scarcely high enough for perfect security.

The Inspectors' Rules are not exhibited through the Prison as required.

Of the 7 prisoners then in confinement, 6 males and 1 female, no less than 4 males were insane. For the admission of 3 of them into the Provincial Lunatic Asylum, application had been made to the Medical Superintendent of that Institution.

#### L'ORIGINAL GAOL.

Visited this Gaol on the 24th and 25th June, and found it, in every respect, in the best possible order.

The addition made to the old Gaol, by the building lately erected in direct connection with it, has made this a convenient and effective prison.

The work has been executed in a substantial manner, after plans approved of by the Inspectors.

In cases where the Gaoler is intelligent and painstaking, as in the case here, the duty of censuring any of his acts is felt to be a painful one, but here it cannot be avoided; and in referring to the cost of diet, 25 cents per head, we find that it is furnished by the Gaoler, in opposition to the regulations of the Inspectors, which, among other things, strictly forbid the officers furnishing any supplies required for the use of the prisoners.

It would be hardly just to lay the whole blame of this error on the shoulders of the Gaoler. The Sheriff and Municipal Council are fairly entitled to bear a portion of it, and it is due to the Inspectors to remark, that the subject has been brought by them under the notice of the authorities, in the hope of curtailing this expenditure, which exceeds, by more than a hundred per cent., what it should legitimately be.

The want of bed-sheets (either of coarse linen or cotton) was also brought under notice. The supply of this necessary, besides conducing to health and cleanliness, would be found an economy in the saving it would effect in the wear and tear of woollen blankets. It is to be desired, that the use of this article would receive more general adoption throughout the Gaols of the country.

Whilst it is most gratifying to note the comparative freedom from crime which characterizes these United Counties—there having been but 19 committals to this Gaol in nearly 18 months,—it was painful to discover that, of this limited number, not less than 7 were insane. In this melancholy fact might be found a substantial explanation of the anxiety felt, for some time, by the Government, for the completion of the Lunatic Asylum at Kingston, the Provincial Asylum at Toronto having been long filled beyond its just capacity.



## MILTON GAOL.

I visited this Gaol on the 12th August and found it, as on former occasions, in a thoroughly clean and orderly state.

This Gaol has been long since condemned by the Board, for its total unfiness; and the plans for a new one to supersede it have been for a considerable time in the hands of the County Council.

Its many defects have been stated in previous reports, and need not now be repeated.

The reason assigned for the postponement of this necessary work is that some portion of the debt assumed by this county on its separation from its former associate, Wentworth, remained unpaid, and until that was discharged the Council were unwilling to contract new obligations.

The facts of the case are, I believe, that there is scarcely a county in Upper Canada so happily free from debt, at the present moment, as this one is. It is wealthy and populous, considering its extent. There is therefore in my opinion no justifiable cause for thus opposing the designs of the Government in its efforts for criminal reform.

Under the persistent recusancy of the Council the Inspectors have but to leave the matter to be dealt with as the Executive may deem proper.

The cost of diet has also been retrenched here, and does not now exceed eight cents per head daily.

On the occasion of this visit I was gratified at finding a large quantity of stone in the Gaol yard, to furnish hard labour to the prisoners.

## NAPANEE GAOL.

Owing to the separation of the Counties of Lennox and Addington from Frontenac, a new Gaol has been erected here during the year.

Under instructions of the Government, and previous to the separation of the counties being proclaimed in due course of law, an inspection of the Gaol was made in the latter part of September, by Inspectors Ferris, Tassé and myself.

The works were on the eve of completion, and appeared to have been executed in a substantial manner. The plans approved of by the Board, had been duly carried out.

Some suggestions, which I had made to the Warden and other members of the Provisional Council, on a former visit to the works, touching provision for an adequate supply of soft and hard water, and some other minor matters of detail, were referred to, and assurances given to the Inspectors, that their wishes in these respects would be fully carried out.

The opening of this Gaol will greatly relieve that of Kingston, which has been, of late, so much crowded, as to prevent the classifying of the prisoners satisfactorily.

## NIAGARA GAOL.

As this Gaol, long since condemned by the Inspectors, is shortly to be superseded by a new one, soon to be built at St. Catharines, according to plans approved of by the Board, it is needless to describe, again, defects, which were so irremediable, as to render a new Gaol an inevitable necessity.

It is a subject for congratulation, for the sake of the unfortunate prisoners committed within this County, that a Gaol possessing the necessary sanitary requirements is to be provided.

Not alone was the unhealthful character of the Gaol a subject for reproach, but the absence of those necessaries, which humanity and decency require to be furnished in every well-ordered prison, have painfully betrayed the indifference of the County Council to the moral and physical interests of their prisoners.

Great credit is due to the Gaoler and Matron for attention to their duties. On this visit (19th August), as on all other occasions, I have found the Gaol perfectly clean and orderly.

The Prison diet is supplied in the most economical manner, costing rather less than 8 cents per head daily.

## OTTAWA GAOL.

Visited this Gaol on the 23rd June. There were then in confinement 1 male and 3 female prisoners.

Erected about 2 years ago; of approved form of construction; excellent in material and workmanship, this building, containing nearly 100 cells, may be looked to as one opportunely at hand for the purposes of a Central Prison, whenever the Government may decide on calling institutions of that character into existence.

Some few matters of detail, absolutely indispensable to the proper management of a Prison, and whose accomplishment have been deferred to the present, require to be supplied, viz :—

A separate bath for males and females; a supply of Gaol clothing for both sexes; coarse linen or cotton sheets and pillow-slips for each cell; and proper cisterns for collecting the rain-water from the roof.

Whilst nearly all the Gaols throughout the country are adopting the form of dietary, and the process of supply, proposed by the Inspectors, we find that the Municipal authorities of this County have overlooked the serious loss annually taking place through the present expensive mode of dieting the prisoners. Were the Inspectors' regulations in this matter carried out, it is quite probable that the necessaries above noted could be supplied without at all increasing the present cost of maintenance.

This Gaol is kept in an admirable state of cleanliness and order throughout.

#### PEMBROKE GAOL.

The works of this Gaol, which had been commenced some 2 years ago, were suspended, owing to some local difficulties.

Considerable progress had been made in the erection of the Court House, but the Gaol, at the period of my visit (22nd June), was but little raised above the ground level.

The situation for this Gaol was most happily chosen; standing high; unencumbered by other buildings, and possessing the best means of drainage. The stone used in these buildings is of an excellent quality, and the portion of the work done was executed in a highly creditable manner.

#### PERTH GAOL.

Visited here on the 19th and 20th June, and on the 24th and 25th August.

The Gaol erected here within a year or two is an excellent and spacious one; of solid and imposing appearance, built in the most substantial manner after plans approved of by the Inspectors.

The want of an adequate supply of water; arising from the neglect to make proper provisions for collecting the rains from the roof, has caused the use of the water-closets, constructed within the walls and at considerable expense, to be abandoned.

The apprehension of a deficient supply of water led me to suggest to the building committee and the contractor, at an early stage of the building operations, the wisdom of relinquishing the construction of water-closets within the walls.

As this change would make an important reduction in the cost of the building the suggestion was favorably received, but not acted on afterwards, the county authorities wishing, no doubt to make their new Prison as complete as possible. The mistake in not carrying out that change has since been discovered, but not until the opportunity had been lost for economizing the cost of that portion of the building.

This is not the only one of the prisons lately erected, in which this oversight has taken place. The evil is a serious one, materially impairing the means for keeping the prisoners and prison in a proper state of cleanliness, and will it is hoped, receive from the Architects of Gaols, hereafter to be constructed, and from the county authorities, timely consideration.

A defect which I pointed out in a former report, as existing at Sarnia and elsewhere, is to be met here also.

The stone-work of the external walls of the Gaol being of the description called self-faced, having large projections on the surface that give to a building the look of greater solidity and strength, affords, at the angles, where the yard walls join the Prison, means for climbing, which the active gaol-bird is not slow to discover, and which no doubt would be frequently availed of but for the vigilance of the gaol authorities.

Wherever the work is of this kind, the roughness should be cut down to a smooth surface for a distance of some four feet at each angle. The practice of allowing the cells

to remain unlocked all day, for the prisoners to loll in, is forbidden by the Inspectors, and I ordered the discontinuance of it.

When a Matron is employed, it is understood that she alone should keep the keys of the female wards; the male officers or others not entering this portion of the Prison but in her company. To the neglect of this rule is due the discredit occurrence in this Gaol, during the year, of a female prisoner who was undergoing a twelve months sentence becoming *enccinte*, and being delivered of a child a few days after her liberation. The Gaol was, on the different occasions referred, clean, but not so tidy as should be expected.

If it be the case, as stated to me, that the Gaoler discharges, also, the duties of Deputy Sheriff, the County Council, when made aware of it, will hardly sanction the continuance of a practice which must materially tend to the neglecting of his Gaol duties.

#### PETERBOROUGH GAOL.

Visited here on the 30th June. There were in confinement 4 male and 1 female prisoners. Of the males, one was insane.

On the recommendation of the Inspectors, the erection of a new Gaol, according to plans approved of by the Inspectors, was undertaken in the early part of the year.

I visited again on the 3rd December. The new building was nearly completed. It was expected to be fit for occupation about the beginning of the ensuing year.

The construction of this excellent new Prison is highly complimentary to the intelligence and liberal spirit of the Municipal body and their constituents.

The County was not only possessed of two Gaols, one of them but a few years built, but also had been lately relieved of a proportion of its criminal population, by the separation from it of the County of Victoria, and the consequent erection of a new Gaol at Lindsay; nevertheless, when convinced that their Prison accommodation was not in conformity with the law, the Municipal authorities, with an alacrity deserving of the greatest credit, and worthy of imitation, proceeded to the erection of a new Gaol calculated to second the designs of the Government, in the work of criminal reform.

The cost of diet is 11½ cents per head daily. This is certainly higher than it should be, but no blame is attachable to the authorities, as the diet is duly contracted for, and it is only competition which will reduce the rate.

The Gaol is invariably kept in good order. The Gaoler is efficient and attentive. I perceive, in examining closely the cell necessaries, some deficiencies, but these, I have no doubt, will be duly supplied on the furnishing of the new Prison.

#### PICTON GAOL.

Visited here on the 13th January, and on the 28th June. On the former occasion there were not any prisoners; on the latter, there were 2, both males.

This is another of that class of Prisons, on which the Inspectors have periodically, for several years, expended a fair share of indignation, as being destitute of every requisite which a properly constructed Prison should possess.

The unhealthy consequences of its damp and airless underground chambers—almost totally destitute of light and ventilation, as they are, coupled with scantiness of accommodation, have been repeatedly brought under the notice of the County Council. But these frequent notices have apparently failed to impress these gentlemen with a sense of the responsibility incurred; in condemning human beings; however guilty, to the life-shortening process, which any lengthened confinement in such noisome dungeons could hardly fail to prove.

The Council did, it is true, exhibit an awakening to the necessity for a change, and had plans for a new Gaol prepared, which were approved of by the Inspectors; but, although almost two years have elapsed, I am not aware that steps are yet taken to commence the work of construction.

When the healthy condition of the County's finances are considered, but little excuse can be found for this lukewarm and unpatriotic policy; seeing that constituencies hampered with heavy indebtedness have not hesitated to aid in the work of Prison reform, by making suitable alterations in their old Gaols, or erecting new ones.

As another evil in this connection, the Gaoler has felt himself constrained, on many occasions, to attach the ball and chain to some of the prisoners, whilst admitting them into the yard for the cutting of wood, or for air. The insecure state of the Prison yard is the

reason given for this step; but it is worthy the consideration of the Council, whether their refusal to make the Prison yard sufficiently secure will justify a practice which the law is supposed to sanction only as a measure of punishment, not as a means for safe-keeping.

There is much to complain of in the entire abnegation of the Inspectors' Rules in respect to cell necessaries. For instance, the bedsteads, instead of being the pattern prescribed, on which but a single person could lie, are of the fullest size, into which two or three can tumble and make merry; in fact not any of the cell necessaries prescribed are furnished. But where defects so manifoldly abound and nothing is in conformity with the law, it is needless to particularize.

The cost of diet is here 11 $\frac{1}{2}$  cent per head daily, being fully 50 per cent more than it should, or would be were the County Council to act in conformity with the recommendations and rules of the Inspectors. The Gaol is usually as clean and orderly, as under the circumstances, could be expected. The Gaoler seems to be a capable and attentive officer.

#### SANDWICH GAOL.

Visited here on the 21st May. There were in confinement eleven male and three female prisoners.

The Gaol was just being cleaned up; it is usually kept in the best possible order.

Though built but a few years, spacious and of good materials, this Gaol is so deficient in design as to render all attempt at classification of the prisoners, fruitless.

From its construction and size it is capable, however, by judicious alterations, of being made a capable Prison.

I visited again on the 15th December, in company with Mr. Inspector Ferris. There were then 17 male and seven female prisoners.

On this occasion we were so fortunate as to meet the Warden of the County, and had an opportunity of explaining to this gentleman (for the information of the Council) the defects of the prison, and the mode of remedying them.

It is hoped that the liberal spirit of this intelligent and highly favored county will be exercised at an early day, by the Councils entering upon the improvement of its Gaol, thereby assisting the Inspectors in their aims towards criminal reform.

The privies are within that part of the wards used as day rooms, and smell badly occasionally. One of them, that in the eastward, is a continual nuisance, owing to the imperfect drainage, which is inadequate to carry off the soil rapidly. The effect such pollution of the atmosphere of a crowded apartment will produce upon prisoners exposed to it for a period of six or twelve months may be easily understood. An ordinary sense of humanity in the minds of the responsible parties will suggest the necessity of an immediate removal of this foul nuisance.

The cost of diet is seven and two-third cents. The Gaol management is highly creditably to those in charge.

#### SARNIA GAOL.

Visited here on the 18th May and 10th December. This Gaol has been a subject of considerable expense to the County in which it is located.

The original Gaol, though built but a few years previous, and of good materials, was so defective, in its form of construction, as to necessitate the erection of another; possessing the requirements deemed indispensable; in a sanitary and penal sense; and designed to conduce to the reform of the imprisoned.

It is to be regretted that the liberality of the County Council, in incurring the large expenditure incident to those improvements, has not met with an adequate response in an energetic administration by the Gaol authorities.

On the contrary, the management has been so exceedingly careless, that the Gaol has become a subject of self-reproach to all connected with it and notorious, beyond any other in the Province, for the escapes which have been taking place from it, ever since it has been occupied.

On all occasions I have found the Gaol clean, and the Gaoler at his post, but whatever may have been the capacity of this officer in years past, it is quite clear that the charge of so important a trust cannot be, with safety, any longer confided to such feeble hands, in opposition to the rules laid down by the Inspectors.

The practice of dieting the prisoners; at a cost more than double what it is in some

adjacent Counties; and by a member of the Gaoler's family, is still persevered in, notwithstanding that on several occasions the impropriety of the practice has been made a subject of complaint to the County authorities. Alteration in this respect has been promised, and it is hoped it will be carried out at an early day.

#### STRATFORD GAOL.

I visited here on the 9th February. The number of prisoners was 6 males and 2 females. Of the males, one was a poor idiot boy of about 12 years of age, for whose admission into the Toronto Lunatic Asylum the Sheriff has made application to the Medical Superintendent.

So long as the Asylums for the insane continue in their present crowded condition, and that no institution, specially devoted to their protection exists, the public must be content with having idiot subjects remain inmates of the Gaols, if the benevolent cannot, by voluntary beneficence, provide for them in some more fitting way. In the meantime, let us hope that within the cheerless walls of the Gaol, humanity will shield those poor creatures from suffering neglect or ill-treatment at the hands of their fellow-prisoners.

This Gaol is usually kept in the cleanest manner, and the bedding and other necessaries looked after most carefully.

The Gaoler is still continued by the County Council the contractor for the prisoners' food, notwithstanding that the practice, being a violation of the Inspectors' Rules, has been repeatedly brought under the notice of the Council. The rate allowed here for the prisoners' diet is nearly double what it costs in several of the neighboring counties.

The faulty and dangerous condition of this Gaol has been the subject of special notice ever since the Inspectors took office. At each succeeding visit of the Inspectors the injuries are becoming more apparent. In the north-east wing the signs of settlement are more conspicuous than ever before—the rounding of the walls, at this portion of the building, has evidently increased considerably between the period of my former visit and my last one.

On this occasion I found a prisoner, of whose sentence some four months were unexpired, cutting firewood beyond the Gaol walls, without any guard over him, and nothing to prevent him walking off, if liberty were of any value to him; the only enclosure being a picket fence about four feet high.

Such temptations should not be thrown in the way of prisoners, neither should the sentence of a Court be thought so lightly of, as to be exposed to frustration by such palpable carelessness.

I visited again on the 8th December. There were not any prisoners but the poor idiot boy already mentioned. He was in confinement some twelve months. On the 10th I repeated my visit. Another prisoner had been admitted. On these several occasions I found the Gaol in its usual clean and orderly condition.

#### TORONTO GAOL.

This is one of a series of Gaols recently erected after plans approved of by the Board, and designed to answer the purpose of Central Prisons, whenever the Government shall think proper to establish that class of penal institutions.

It contains over 170 separate cells, and may be supposed, in cases of necessity, capable of containing from 225 to 240 prisoners, without materially affecting the principle of classification, which is one of the main objects designed to be accomplished by this class of Gaol.

A large quantity (nearly 100 acres) of land is attached which, when the preliminary improvements, now in progress, shall be completed may, under judicious management, afford employment to many of both sexes.

During the summer abundance of laborious employment can be found on these grounds, which, whilst proving beneficial to the public, will tend to make a sojourn in this Gaol less of an enjoyment than it has been heretofore.

In the winter months other occupations for both sexes must be provided.

To the intelligence and zeal of the Gaol authorities we look with confidence, for the introduction of such practicable works of industry as will supply to all convicted prisoners constant employment.

The diet is supplied with much regard to economy; but it is not that prescribed by the Inspectors.

As, no doubt, other Gaols may take their tone from Toronto, it is of importance that the rules laid down by the Inspectors should be followed here as closely as practicable.

My visits here were on the 2nd February, 6th April, 5th May and 31st October.

The general cleanness and good order observed throughout this large Prison entitles the authorities to high commendation.

#### WELLAND GAOL.

Visited this Gaol on the 19th August. There were in confinement nine males and one female prisoners.

Amongst the males was a youth between 13 and 14 years of age, a painful example of parental neglect or of an inherently wicked nature, or both, perhaps.

This wretched being had been three different times in Gaol, charged respectively with arson, burglary and stealing money. What a thirst for crime!

Are there any who will regret that there are Reformatory Prisons in existence for such hopeless outlaws, and to protect society, for some five or seven years, from the devilments of such angels of iniquity?

The tottering condition of this wretched Prison has been a theme for condemnation periodically by the Inspectors since their Board has had an existence. It was erected but a few years ago at immense cost, but after a most objectionable plan. In fact, even if repaired it will be but a substitute for a proper Prison. The work has been executed in so careless and unsubstantial a manner, that the entire Gaol may be said to be in a state of dilapidation. One wing has for a length of time been considered so unsafe that it would in fact be criminal to allow it to be occupied.

After this visit I learned that the County Council had at length taken up the subject, and had determined on the reparation of the building.

By the change of Gaolers I found that a more efficient administration had taken place. The general appearance of the habitable part of the Gaol was much better than on former occasions.

The mode of dieting the prisoners had been changed since the last period of inspection. The cost had been reduced to less than eight cents per head daily.

#### WHITBY GAOL.

Visited here on the 30th June. There were in confinement nine prisoners, all males.

This is a substantially built Gaol. It is erected but a few years, but the plan is very different from that devised by the Board. The means of classification are too limited.

The water-closets, constructed within the walls, have proved, as in many other Prisons, a failure from the want of sufficient water to keep them regularly flushed out, and in consequence their use has been for some time forbidden to the prisoners.

I noticed on this occasion that (as is the case in many other Gaol yards, where the stone-work is what is called self-faced) the rough faces of the stone, in the angles where the yard walls and the Prison building unite are dangerous, as affording assistance to expert climbers to make escape. I pointed this objection out with the view to remedying it by having the stone in these portions of the building cut down to a smooth surface.

This Gaol was on this occasion quite clean and orderly.

On the 6th December I again visited here. There were then in confinement nine males and one female.

Four of these prisoners were boys between the ages of nine and 17. The two eldest were charged with horse stealing.

We cannot but feel that the intelligence of our Canadian youth is ripening rapidly when we find boys of such an age bold enough to attempt a crime which formerly none but the most daring of the thieving fraternity would venture to commit.

Where such hardihood shews itself at such an early age the culprits should surely not be allowed to escape a good long probation within one of our Reformatories.

A few weeks previous to this visit two prisoners escaped from the gaol yard. They accomplished this by the aid of the fire-wood they were engaged in cutting. Accidents of this kind have been unusually numerous this year, and there is much room for suspecting

that were due caution observed so many escapes as are to be found disgracing the Gaol management of the past year could not have taken place.

It may, very pertinently to this subject, be mentioned here, that in one of the yards of this Gaol I observed several iron bedsteads (apparently unused for some time) lying in one of the corners. The simply placing of one of these above another would improvise a ladder almost in a moment. In the face of two escapes recently committed, the leaving of such articles in the way seems almost like tempting other prisoners to "go and do likewise."

The prisoners' diet is bought by the Gaoler, and charged at cost to the County Council. By this means the economy prescribed by the Inspectors is attained.

Through a mistaken consideration for the comfort of the prisoners I found that the free use of newspapers; and candles wherewith to read them at night within their cells, was allowed. The keepers of our Gaols surely ought to know that to reconcile the prisoner to his confinement, by depriving the Gaol of its irksomeness, is not carrying out the objects of the law, but that, on the contrary, to make his time hang miserably heavy on his hands, where hard labor cannot be provided; so as to make him dread a return to Gaol, is a leading motive in criminal legislation, and should be the policy of those entrusted with Gaol administration.

#### AYLMER GAOL.

Visited this Gaol on the 23rd June, and found it in excellent order. There were but three prisoners, two males and one female.

This is a substantial building. Erected in 1852, of good material and workmanship, but destitute of all design congenial with the prison construction of the present day.

I found that since my last visit conducting pipes had been affixed to the building, whereby the rain water from the roof was led into the water-closets, and the offensive smell heretofore so much complained of from that source thereby completely got rid of.

The plan of the gaol-yard gates is very objectionable. Great care should be taken in constructing and adapting these appliances that they will not prove as serviceable in assisting escape as in preventing it. The angles of the yard walls here as in many other places I have visited, instead of being rounded, are sharp, thereby affording temptation to the active to escape, and consequently necessitating a closer *surveillance* over the prisoners whilst in the yards.

The Inspectors' Regulations in the matter of diet are not strictly complied with nevertheless the food is supplied on moderate terms, the cost being no more than 12½ cents daily.

The Inspectors' Rules, ordered to be printed and hung up throughout the Prison, were nowhere to be seen. Neither were sheets supplied to the beds, as required by the rules both for sanitary and cleanly objects.

#### MONTREAL GAOL.

My visits to this Gaol were on the 28th March and 18th November.

On both occasions I found the Gaol in a state of thorough cleanness and order.

On the latter occasion there were in confinement here 344 prisoners, 182 males and 162 females.

A very gratifying change is perceptible in the whole appearance and conduct of this prison, since the change of management took place.

For the male prisoners there is generally abundant labor, in breaking stone. Labor is also found for the females at picking oakum, but not enough to keep them constantly employed. A large number, however, are daily engaged in washing the prisoners' clothing, cooking and scrubbing. Some little is done in the way of sewing, but under more systematized arrangements much might be done in various forms of sewing and knitting works, to the advantage of the prisoners themselves and that of the institution.

The diet has been materially improved, which, owing to the general economy pursued, has been effected without perceptibly increasing the annual expense.

#### QUEBEC GAOL.

Visited this Gaol on the 15th November. There were then in confinement the large total of 203 prisoners, viz., 114 males and 89 females.

This Gaol, though old and injudiciously constructed in every sense, is kept in good order and managed with ability and attention.

What is rarely to be found recorded in statistics of our Gaol management—money proceeds from prison labor—is here a noticeable item, ranging from fifteen hundred to three thousand dollars per annum.

This earning is obtained from the picking of oakum, an article which here is in considerable request, and affords abundant employment to the young and old of both sexes.

By those acquainted with gaol life the value of employment is clearly appreciated; and where labor more punitive cannot be provided, there is even in the simple operation of picking oakum, under proper supervision, one of the means of suppressing the looseness in language and action incident to gaol confinement.

A new Prison of the first class has been erected in the vicinity of the city, the construction of which will enable the authorities to provide a greater diversity of occupations for the imprisoned than the old Gaol admitted of. The design; one studied with much care, and elaborately digested in all its details, by the late Chairman of the Board, Dr. Taché, with the view to its becoming, at no distant day, a Central Prison, for which it possesses in an admirable degree the requirements, will hereafter no doubt afford a valuable model to copy from, for similar institutions.

#### NEW CARLYLE GAOL, COUNTY OF BONAVENTURE.

Visited this Gaol on the 16th July. This wretched Prison consists of three cells; two for males and one for females. These cells, or chambers, measure about ten feet by seven feet six inches, and are from eight to nine feet in height, and have each at times, to accommodate three or four prisoners (whenever the latter number happen to be in confinement) giving less than 200 feet of breathing space to each prisoner.

Of the condition of those immured within those cells during the sultry nights of July and August, it would be hard to form a just conception. To the ill-fated sufferer it must seem more like the cruelty of torture than the rational measure of punishment due to crime. The gaol-yard is so insecure that though humanity would occasionally suggest to the authorities the admission of the prisoners to it; to stretch their limbs for an hour or two, their safe-keeping forbids the indulgence.

The wants of the locality are not such as to necessitate a large Gaol; but a new one is indispensable. The construction of the present one is such that no alteration could make it a substitute for a new and properly designed prison.

Having to remain here awaiting the return of the steamer, (the only mode of transit), I visited the Gaol daily until the 22nd, and found it, on all occasions, clean and orderly.

The diet is expensive here; about 25 cents per head, daily, but for this the authorities are not accountable. They are not interested in furnishing the supplies, these are purchased by the Sheriff, and charged to the Government at their actual cost.

#### PERCÉ GAOL, CO. GASPÉ.

Visited here on the 14th July.

This Gaol has been so long since condemned, and its condition so repeatedly brought under the notice of the Government, that it can hardly be necessary to do more, on this occasion, than remark that it still remains unremedied.

The only remedy, in fact, now, is the erection of a new Gaol, for so imminent did the danger of its falling appear during the last summer, that Judge Thompson would not endanger the lives of the public by holding another Court within the present building, and considered it necessary to hire and fit up, temporarily, an adjacent frame building for the purposes of the Court.

The danger of the south-west wall's tumbling, from the serious rents in it, had rendered this precautionary step but indispensably necessary.

But apart from the absolute state of dilapidation, in which this wretched apology for a Prison is, it is, in other respects, totally destitute of the requirements of a place of confinement.

There is no surrounding Gaol wall, simply a ricketty picket-fence of about three feet in height in front, and nothing whatever to prevent the communication of those outside with the prisoners, but simply the raising of the Prison windows.



The Gaol consists of but two cells, and one of these the Gaoler has to avail of for domestic purposes, from insufficiency of accommodation otherwise.

There was but one prisoner in confinement. The Gaol, such as it is, was clean.

#### ST. JOHN'S GAOL, C. E.

I visited here on the 23rd September and 17th November.

On both occasions, the Gaol was in a state of admirable cleanness and order. On the former occasion, there were 9 prisoners, 7 men and 2 boys respectively aged 9 and 11 years. At the latter date, 10 prisoners, 9 men and 1 boy, aged 11 years, were in confinement.

The use of the water-closets, constructed within the walls, having proved a nuisance, as is the case in several other Gaols lately erected, both in Upper and Lower Canada, from the want of a sufficient supply of water to keep them clear, had to be abandoned.

The construction of these necessaries within the Prison, is a very injudicious expenditure where an adequate supply of water is not certain to be, at all times, secured.

This Gaol, like the greater number in Lower Canada, has no inclosed Gaol yard, consequently, the prisoners are never allowed outside the wards for exercise or labor. This is a most serious omission, and one that should be remedied, in all cases where it exists, without loss of time. The Gaolers might, in the meantime, employ the prisoners within the day-rooms at such work as making split brooms, axe-handles, husk-mats, and teasing oakum.

#### PROVINCIAL PENITENTIARY.

In addition to the usual quarterly meetings of the Board, I visited here on other occasions during the year, as the monthly visitor.

It must be gratifying to the public, who support this large institution, to learn that the moral and industrial results attending its management are all that the most sanguine could reasonably expect from a Prison confining within its walls the highest classes of criminal offenders.

There are, it is true, some economists who seem to have no idea, in connection with a Penitentiary, beyond that of dollars and cents, with whom the question of its being "self-sustaining" is of far greater consequence than that the moral nature of the prisoner should be improved, and his idle and dissolute habits changed for those of industry and virtue.

It is surely worth while to pay some fifteen or twenty thousand dollars a year (the actual cost to the country of this immense Prison) to teach the severest lesson dishonesty can, now-a-days, be made to learn, to some 700 of the most accomplished rogues of the country; whose depredations, if averaged at from four to five hundred dollars a year each, (a calculation probably unexaggerated), would make a total of the alarming sum of two or three hundred thousand dollars annually.

I do not mean, of course, that the persons holding those money-governed ideas are the advocates of vice. Far from it. I am conscious they would see the whole body of malefactors within this vast Prison become honest and labor-loving men; but they forget that the way to reformation is, not by sacrificing every hour of the convict's time to the making of money, according to the popular idea of "nigger-driving," unrelieved by intellectual relaxation of any kind; but by affording opportunities for moral culture, whereby to train the mind of the convict to perceive, in the punishment suffered, not revengeful remembrance of his past misdeeds, but intentions for his future welfare.

To subdue passions inherited of a criminal pedigree, suckled in alcohol, ripened in the brothel, and matured by long indulgence into obstinacy all remonstrance can hardly affect, is a task sufficient to daunt the most active zeal; a labor that requires the most earnest and untiring exercise of Christian love, but one performed with cheerful fervor, and earnest hope by the pious chaplains of this institution.

To restore the convict to society, with a heart awakened to a sense of its former wickedness, and of its responsibility to its Creator; and determined on a new and honest career; is of incomparably greater value than the satisfaction of feeling that the convict had spent the period of his sentence in cheerless solitude; and earned enough to cover the expenses of his maintenance.

To effect this desirable consummation, every reasonable opportunity is afforded the

convict for intercourse with his spiritual adviser, and the exhortations bestowed on these occasions are, we are convinced, not without benefit.

Secular instruction is found to be a salutary indulgence, and highly appreciated by the convicts; large numbers of whom learn to read and write within the walls, who were totally destitute of education.

To the Inspectors, who repeatedly pass the Sunday in the Prison, during their visits, it is extremely gratifying to witness the results of this indulgence in the great number of hapless convicts who spend the day in religious reading.

Although the apparent penitence elicited by stirring exhortations, and removal from the opportunities for crime, proves, but in few cases, lasting, when the prisoner returns amongst his former associates; still, if but the smallest percentage be actually reformed, the expense of the agency which has accomplished that good work, cannot be considered mis-spent. And, doubtless, to the frequent communications of the Chaplain with the convicts, may be ascribed, in no small degree, the quiet which, at all times, prevails throughout this vast aggregation of lawless spirits.

The rareness of acts of violence; or determined insubordination, the decrease in the number of severe punishments, and the freedom from complaint against the officers, betoken a resignation to the rigorous discipline carried out here, no less marvellous than pleasing; a discipline truly afflictive, where the severe restriction of total silence is strictly enforced—a resignation which arises, not from the despair of one impotent to resist authority, but rather from the consciousness that obedience is fairly due to regulations framed in humanity, and exercised with clemency. And such regulations, so administered, it is the ceaseless study of the Inspectors to devise, and see carried out.

For the success attending their schemes of improvement, the Inspectors owe much to the hearty co-operation received, at all times, from the excellent Warden. No ordinary form of acknowledgment would express how much the satisfactory condition of this extensive institution, and the contentment of its inmates, are due to the ever-watchful and humane attentions of this devoted officer. During his administration, extending over a period of seventeen years, 3325 prisoners have passed through the institution. Out of that large number, composed of the highest orders of offenders, only the small number of 342 has been recommitted to it; being, on an analysis of the numbers of each sex respectively, taking into account the relapses over and over again by the same individual, in the proportion of about 1 in 10 for the males, and about 1 in 11 for the females; no mean testimony, I think, of the deterrent effects of the discipline carried out in this Prison.

Whilst duly estimating the necessity for the strictest economy in every portion of the management, the Inspectors will never adopt, nor would an intelligent public approve, the erroneous policy of subordinating the moral and physical welfare of the unfortunate prisoners to that of mere money-saving.

However specious the pretensions made by other countries for economy in the management of similar institutions, the Inspectors do not dread for this comparison with any, before the tribunal of impartial criticism.

#### REFORMATORY FOR UPPER CANADA—PENETANGUISENE.

The success attending the government of this institution, is as satisfactory as could possibly be expected, when the limited appliances that were at command are taken into consideration.

Improvised from a single building, formerly a barrack for a small number of soldiers, and crippled, in the strict sense of the word, for room, the institution has, notwithstanding, made considerable advance in the benevolent designs of its founders.

Buildings, excellent in design, and constructed in the most substantial manner, are in progress, and will supply all existing deficiencies; the one of most importance for immediate accommodation—a dormitory containing 120 cells,—has, throughout the year, been in occupation.

On the completion of the buildings, (in the construction of which the prisoners have lent valuable assistance), the clearing, drainage and cultivation of the land can be undertaken; and the works of husbandry (those most desirable to be encouraged amongst the prisoners) regularly carried on, with solid advantage to them and the institution.

It is to be regretted, that many who have passed the proper age for admission into a

juvenile reformatory, are, by some oversight of the Judiciary, committed to both our Reformatories, instead of the Penitentiary; whilst a large number of others are committed to our Common Gaols for only 30 or 60 days, who should be submitted to a reformatory residence for 5 or 7 years, and sometimes for a longer period.

If any doubts are entertained of the utility of such juvenile prisons, I will merely mention that of the inmates of this one, some 130 in number; in May last, 18 were of the tender age of 14 years, 10 of 13, 9 of 12, 6 of 11, 5 of 10, 3 of 9, 1 of 8, and 1 of but 7 years of age.

In a large majority of cases, these will be redeemed from a life of crime. Had they been allowed to go on from year to year, receiving, when detected, only 30 or 60 days in the Common Gaol, their end must assuredly have been a felon's grave, or life-long imprisonment within the Penitentiary.

What a blessed provision is not the Reformatory, which thus rescues the hapless street-arabs from certain ruin; but how doubly blessed and merciful would be these wretched beings, had they, before the actual commission of crime, been stopped on the highway to it, and, as vagrants, landed in some "Boys' Home."

The administration of the Warden is evidently popular with the prisoners; the rarity of attempts at escape, notwithstanding the temptations presented by the undefended conditions of the grounds, strongly testify to the kindness and humanity exercised by the Warden and his assistants.

#### REFORMATORY OF LOWER CANADA—ST. VINCENT DE PAUL.

The unfortunate destruction, by fire, in the month of August, of the buildings comprising this promising institution, has proved a serious loss to the Province, and entailed an immense weight of trouble and care on the Warden and his assistants.

Appreciating, as it were, the manifold anxieties and serious inconveniences suffered by the Warden, in this trying crisis, and with an apparent sense of honor, and a reluctance to prove ungrateful for the paternal interest manifested by him, at all times, in their welfare, not a single attempt at escape was made by the prisoners, notwithstanding the temptation presented in the exposed condition of the premises.

This trial of their forbearance was, no doubt, very sensibly felt, but the poor convicts went through it in so exemplary a manner, as to do them honor.

The Government have determined on the construction of a new and suitable building, on the plans for which the Inspectors will, no doubt, be consulted.

The situation is remarkably handsome and healthy, and the farm-land good, but not sufficiently extensive.

The moral results of the administration have been most satisfactory. Reliable reports have been received of the great satisfaction given to their employers by several of the lads who have left the institution, testifying to its having really proved, to them, a Reformatory, in the intrinsic sense of the word.

#### PROVINCIAL LUNATIC ASYLUM—TORONTO.

I visited here on several occasions during the year, besides those on which the Board was present in quarterly session.

At the conclusion of each year, the same pleasing duty has devolved on the Inspectors of testifying to the uniformly admirable management of this large institution.

Everything within and without the extensive premises under his care evidences the judgment, attention, and good taste exercised by the able Medical Superintendent, and the same earnestness is evidently infused into all his assistants through his encouraging example.

The Medical Superintendent still perseveres in his endeavors to improve the originally imperfect ventilation of this spacious building, and with continued success. The changes made in this important matter, during the past twelve months, have proved highly satisfactory.

The full and interesting reports of Dr. Workman, embracing every matter in connection with this extensive Asylum, worthy of the consideration of the Government and the public, render any lengthened notice of it, by the Board, or the Inspectors personally, unnecessary.

## BRANCH ASYLUM—UNIVERSITY GROUNDS.

This institution is visited daily by the Medical Superintendent, or the Assistant Physician, and continues to merit the favorable report of the Inspectors.

It is still under the praiseworthy management of the same officers, judiciously selected by the Medical Superintendent, at the opening of the institution, as Steward and Matron.

Besides the quarterly meetings of the Board, I have visited here on other occasions during the year, and found the entire institution throughout in the most admirable order.

## LUNATIC ASYLUM FOR THE WESTERN DISTRICT—MALDEN.

These buildings, constructed hastily for military purposes, to meet a pressing exigency, and designed to accommodate, I believe, one company of soldiers, have now to afford dwelling room to about two hundred and thirty, or forty, insane patients.

That portion of the institution occupied by some two hundred inmates, is framed work, and, consequently, alarmingly dangerous, from its combustible character. The anxiety which so imminent a danger must constantly keep alive, can hardly be realized by any, except those whose responsibilities charge them with the safety of those helpless creatures.

The duty of representing the unsuitable character of those buildings to the Government, has not been neglected by the Inspectors, and they sincerely hope the day is not far distant when Government will find itself prepared to order the construction of a proper Asylum, and terminate the ever-present alarm attendant on the occupation of these most dangerous premises.

There is one consoling circumstance, in connection with this otherwise ill-adapted hospital for insane—that, from the peculiar construction of the building, the ventilation is, at all times, exceedingly good. The air of the locality is pure and healthful, and the situation perfectly charming.

The patients and the premises are attended to with much care, and the tender manner, and great attention of the Medical Superintendent to his numerous patients, not alone to their mere physical wants, but to their pleasures and enjoyments, give him a most beneficial influence over them. This Asylum was visited by the Board twice during the year, and found quite clean and orderly.

## ORILLIA LUNATIC ASYLUM.

This institution, whose usual number of insane, male and female, is about one hundred and thirty, is kept in admirable order. It was visited by the Board twice during the year.

The patients being of a class, whose chances of recovery had long passed away ere they were sent from the parent institution, (Toronto,) the annual curative results cannot figure up largely; nevertheless, all that the most judicious treatment and affectionate care can effect, to make the condition of those bereaved ones comfortable, is done by the Medical Superintendent and his assistants.

The situation of the premises, on a border of Lake Simcoe, is most delightful, and cannot but prove pleasing even to the insane.

The indulgences provided for the patients, in carriage and sleigh-riding, boating, music and dancing, betoken a benevolent solicitude for their happiness, which, if unsuccessful in calling back the vanished spark, at least, renders the poor patient's life as happy as it can possibly be made, under the limited range an All-wise Providence vouchsafes for enjoyment.

## ROCKWOOD LUNATIC ASYLUM.

A portion of this extensive and admirably constructed edifice is being prepared for the admission of the insane convicts now occupying miserably cramped, and unhealthy apartments in the basement of the Penitentiary.

It would be premature to enlarge on the merits of this new Institution, which is but in progress (though partially occupied) until the work has reached completion; but it may,

in anticipation, be remarked that, when completed, it will, perhaps, challenge competition with any similar institution upon the continent.

The difficulties which the Medical Superintendent (Dr. Litchfield) has had for many years to contend with, in the wretched provision extemporized from time to time for his patients, male and female, have been very great; nevertheless by his untiring attention, and marvellous management, he has contrived to keep his many patients in a state of health and quietude, and comparative happiness, quite surprising.

It is gratifying to those who can appreciate the many inconveniences and difficulties he has labored under, to know that ere long, he will be enjoying the pleasure of seeing the many claimants on his beneficence accommodated to the extent of his wishes.

#### LUNATIC ASYLUM, ST. JOHNS, C. E.

So much has been stated in previous reports concerning this wretched substitute for an hospital for lunatics, that little more need be mentioned here, than that it remains unimproved and unimprovable, the only Asylum between Quebec and Montreal for the reception of the insane lying between those two distant points.

So contracted is the accommodation for the 50 or 60 patients, beneath this roof, that some of the dormitories afford little more than 200 feet of breathing space to each occupant, and nothing but the most untiring attention, on the part of the Medical Superintendent, and his zealous assistants, could maintain the extreme cleanness, and almost total absence of all offensive odour, which prevails throughout these ill-suited premises.

To suppose that Dr. Howard could succeed in preserving the bodily health of his patients, and in preventing accidents, but above all, (under a combination of such unfavorable circumstances,) in effecting an occasional cure, (as is the case,) otherwise than by a miracle, would seem to contradict all our ideas of the requirements and appliances necessary to an asylum for the insane. But, without at all underrating the abilities or exertions of Dr. Howard, we are incontestably led to perceive, in the success which attends his administration, under such adverse circumstances, that intervention which marvellously and inscrutably supplies the deficiencies of human agency—the silent but effective operations of Divine beneficence.

Let us hope, that, ere long, these miserable buildings will be superseded by one adapted to the successful treatment of this fearful malady, and commensurate with the wants of the extensive district dependent on it.

The expenses of management have seemed to the Inspectors to be disproportionably high, as compared with similar institutions, having larger numbers of patients. On this point, however, the explanations of the Medical Superintendent have much force:—"That the misadaption of the premises to their present purpose, of necessity increases largely the expenses for assistants beyond what would suffice for a properly constituted asylum, and that with the assistance he possesses, he could meet the wants of a much larger number, had he the means of accommodating them." Endeavors will be made to reduce the expenditure, if it can be effected without impairing the efficiency of the institution.

#### BEAUPORT LUNATIC ASYLUM.

This large establishment in which some five to six hundred patients are accommodated is kept in a state of excellent cleanness and order.

Pending the erection of a spacious building, now in course of construction, many of the poor sufferers are of necessity crowded into out-buildings very unsuited to their state of health and infirmities, but all that can possibly be done to remedy this inconvenience is being done by the humane and energetic proprietors of the Asylum.

This Institution differs from all the other insane hospitals supported by Government, in the respect that a fixed sum is paid per head by contract, for the maintenance of the patients, whereas in the others the cost of maintenance is governed by the fluctuation in the markets, and the changes of treatment which the Superintendent may find it expedient from time to time to adopt, which must necessarily make the expense variable.

Beauport Asylum may therefore be regarded rather in the light of an extensive boarding house than a public institution.

The proprietors evidently exercise much judgment in the selection of assistants, as the patients seem to be at all times in a state of great contentment and quiet.

#### MARINE HOSPITAL, QUEBEC.

I visited this Hospital twice during the year, in May and December.

On neither occasion was the number of inmates up to the ordinary average. The first visit being too early in the year, to witness the numbers which crowd into it after the opening of navigation; and the last too late to find in it the sailor class who, during the summer months, constitute so large a portion of the intern patients.

It is a spacious building, but it is unfortunate that a more elevated situation was not chosen for it. The effect of the high tides is occasionally very troublesome, in causing reflux of the drainage.

Notwithstanding the splendid water-works of which the city of Quebec has to boast, and from which this institution is supplied, at a somewhat heavy cost, I understand that, at times, the supply of water is quite inadequate to the requirements of the building. This is a serious inconvenience in any case, but in a hospital, where the supply should necessarily be abundant, any deficiency, in this respect, must cause much uneasiness to the guardians of the institution.

Notwithstanding the name it bears, this is rather a General Hospital to Quebec and its vicinity, than one for the exclusive use of sailors frequenting the port.

With the question of the subserviency of this institution to general purposes, it is hardly the business of the Inspectors to meddle, for it may safely be inferred, from the high character of the gentlemen commissioned with its supervision that, for the large amount contributed for the relief of the sea-faring patients claiming assistance from it, every necessary attention and comfort is bestowed: but the question might simply be proposed; not in the voice of the Board, but personally; whether one class of patients might not be excluded from this Institution, and treated in an hospital devoted solely to the purpose—that suffering from private diseases?

Respectable persons, confiding in the excellence of the advice, and the attention of the assistants, are found to avail occasionally of hospital residence here, notwithstanding the objection I refer to, but these advantages would, no doubt, be more largely sought, did this objection not exist

#### VAGRANCY.

It is only those who are sensible of the extent of the degradation of the juvenile thieves of our populous cities and towns, and who understand how rapidly an attachment to thieving grows in the youthful mind, when success has for some time attended the small sly acts of the tyro in pilfering, who can appreciate the benefits which our Juvenile Reformatories are calculated to secure.

The establishment of these Institutions has proved no less a wise than a merciful policy. Many of the youths now confined in them, learning to do well, would, otherwise, be inmates of the Penitentiary, preparing, perhaps, to levy heavier contributions on the public, their evil intelligence having acquired confidence for bolder adventures by contact with the more daring and experienced of their prison associates.

From the large number of juveniles still to be found in our Gaols one would hardly suppose that any portion of the crop had fallen under the sickle of the law, hence the necessity for some measure which would, if possible, nip in the bud, the growth of this wide-spreading evil.

As in the treatment of physical cases, the preventative is better than the cure; so should our best judgment, our humanest instincts, be exercised in adopting such means of provision and protection as would arrest the course of the vagrant, ere his peccadilloes had culminated in the commission of actual crime.

To civilize the street-arab, and convert the vagrant from the alarming vice of idleness

to habits of honesty and industry, are objects which have for many years excited the most earnest solicitude of the benevolent, both in Europe and the United States.

Although much has been done in this direction, and with gratifying success, the unremedied portion of the evil seems so large as almost to discourage the most enthusiastic. Nevertheless, Canada has her part to act in the work, which is one essentially of humanity and wisdom; she is equally sensible with the elder countries of the existence of the evil and its extent, and should set herself to the discovery of a remedy.

Few countries contribute more liberally to the support of education, in proportion to her resources and population, than Canada. Are the results proportionate with the expenditure?

In so far as education has proved successful, in repressing vagrancy, I would answer, (without intending disparagement of the benevolent intentions of the projectors of the scheme, or the zeal of the officials employed in its administration,) No!

The children of the dissolute and careless remain, to a great extent, outside its influences; progressing to crime and vagrancy is expanding yearly into still more frightful dimensions, presenting now too alarming an aspect not to call for prompt and grave consideration in the proper quarter.

In the neglect of the proffered advantages of education, the children are frequently to blame; but the parents are more generally the guilty party. Had they the welfare of their offspring at heart, they would compel their attendance at school, where the opportunities were available; but, instead of doing so, they, too often, not only connive at their truancy, but absolutely encourage it, and find for them, instead, occupations calculated to make them idlers and rogues; the children thus growing up pests to society, shunning alike industry and education.

Those who have gardens within a city, know the aptitude of the vagrant boys to strip them of everything worth carrying off; and the owners of house property are aware, to their cost, of the sharp artillery practice of this class, when the destruction of the window-glass of their untenanted houses has to be accomplished.

The encouragement given to vice, through the random charity bestowed in the public streets on the "please give me a copper" class of vagrants, is much greater than the benevolent contributors are generally aware of. The quantity of poison, yeleft whiskey, bought in a week or month with the alms thus given, would make a frightful flood, if collected in one reservoir.

Not alone by the parents and their vile associates the baneful beverage thus obtained is consumed. The youthful mendicant through whose doleful whines it had been procured, is also a partaker of it, and the harrowing spectacle of the innocence of childhood degraded, through the example of the parents, to the level of brutality, may be witnessed on walking through the slums inhabited by this wretched class, in the vagrant of some seven or eight summers, the tyro drunkard, proud of mimicking, in its little maudlin swagger and hiccup, the daily action of the miserable parent.

Should any imagine that the picture here is overdrawn, let them but refer to the police authorities of our populous cities, and they will receive the saddening confirmation of it.

It is, perhaps, whilst his heart is filled with the courage inspired by the liquor, the youthful beggar first attempts a higher part in the role of vagrant life. The fear of being pounced on by some lynx-eyed police officer, is no longer before his fuddled vision. In strolling about he comes across something which his infant intelligence tells him can be turned into money; he sneaks off with it unseen, and reaches home with it, undetected, where, through the agency of a "receiver," or the accommodating officers of the grog-seller, it is speedily converted into whiskey.

From thus picking up small waifs on the wharves and market places, carrying home "stray" sticks of cordwood, taking off keys carelessly left in doors and such small beginnings, the vagrant acquires confidence by success, creeping up into the higher walks of pickpocket, burglar, counterfeiter, in short everything which an adept in his profession may aspire to until filling a cell in the Penitentiary or a felon's grave.

To end so shocking, what was the beginning? Too generally, Vagrancy!

And the neglect and bad example of disreputable and drunken parents, the orphanage of many and the insubordination of others may be ascribed, almost entirely the vagrancy which abounds in and disgraces our Canadian cities.

Are those unfortunates to be left to the evil fate which seems clearly to await them? Humanity and common sense alike exclaim, No! They are straightly set on the road to crime and certain ruin, and it is here, ere they engage in its actual commission, the hand of compassion must be stretched out to save them.

The following is an extract from the public letter of one long practically engaged in this important subject\* :—

“And is it not like playing with his temporal and eternal interests, to throw him, day by day, a crust, or a copper, and tell him—or indulge the hope,—that when he is transformed into the full-fledged criminal, and acquainted with the police, you will then take him, and kindly cure him of his evil habits? Why not befriend him now, when his case is more hopeful, and the expense would be less? For, though juvenile delinquents do not all arise from youthful beggars, yet, for the majority, it is the rule; the minority is a trifling exception.

It is no use giving the cold shoulder to a question which interests us so seriously, from a dread the furnishing a remedy would impose on us additional burthens.

“If we regard the subject as a mere social one, surely, society has a right to protect itself against the actions of the wicked and dishonest.

“It owes a duty, also, to the unfortunate outcasts, in endeavoring to correct their vices, and in doing so but fulfils an obligation imposed alike on it by the laws of charity and the dictates of common sense.”

If, then, our interference is desirable, why not, as recommended in the above extract, exercise it, whilst “the expense would be less?” It is a much better investment to pay the cost of preventing a youth from becoming a thief, than, after he has become so, to bear his levies.

Viewing the evil in this light, it is clearly the duty of society to call on the State to supply, by legislation, to the truant vagrant child, that place which there is either no natural parent to fill, or which the parent, by reason of his immorality or negligence, is incompetent to fill.

The following remarks on the subject from an admirable little work\* are deserving of attention :—

“It is not enough for society to reform criminals after they have led lives of crime for years; it has another and a greater, and happily, it is also an easier work to accomplish; and that is to prevent the growth of a population of juvenile offenders, ready and willing, year after year, to fill up the places of those who may have been reformed or removed from the country. The work is not to cleanse the polluted stream after it has flowed on in its pestilential course, but to purify the fountain whence it draws its unfailing supply.”

And again :—

“What we have to do is to devise and carry out such measures as shall take possession of all juveniles who may be placed in such circumstances as to be evidently precarious for a life of crime, or who may already have entered upon it and keep hold of them until they have been trained in the knowledge of the right way and fairly started in a course of well-doing.”

As Corporations, reputedly, have no souls, by like reasoning, the State possesses no motive power, at least, in this sense, until animated by the active agency of the public voice.

If the State, then, is to be instrumental in removing this terribly threatening evil, it is only by society's bestirring itself, in announcing its magnitude, and the dangers consequent on it, and by calling on the State for a remedy. Eschewing that responsibility, we shall have become sensible of our neglect, only, when a race has sprung up about us, holding determinedly the doctrine, that society is but a large family, enjoying its goods in common, from which the holder of this fraternal doctrine has but to help himself, as his necessities or fancy may prompt.

This is hardly an exaggerated version of criminal morality. Those acquainted with the sentiments of this class, know that it is just these ideas of *meum* and *teum* that ease

\*Letter of Mr. George Davidson, of the Ragged School, Bradford, to the Editor of the Leeds Mercury.

\*\*“Social Evils: their Cause and Cure.” By Mr. Thompson of Banchoy House.



the conscience of the professional thief, and enable him to enjoy, contentedly, the fruits of his depredations.

Are we, then, by ignoring the growth of crime and its fertile source, (vagrancy,) to remain listless lookers-on, until it shall have gained the mastery over us by its numbers and evil-power, and necessitated an army of police for its suppression?

Here are the words of one\* who has, in all probability, devoted more attention to the subjects connected with criminal reform than any man in England:—

"I must say that I felt it for years in my professional and official life, to be a national disgrace that we so treated our young offenders by neglect, and not being cared for by their natural parents, or by the state (who when those natural parents desert their offspring should adopt them) they have been suffered to grow up in the pursuit of crime."

If the vagrant is to be reclaimed and the public spared the injury and cost of his misdeeds, some organized agency for the purpose is requisite.

This must necessarily be a state institution. The support desirable from private beneficence is too uncertain to base on it the maintenance of a permanent undertaking.

Whilst simply pointing out the necessity that exists for some salutary measure, I do not intend to enter upon the details of its organization, these would necessarily follow on the adoption of the principle.

The plans devised in those older countries, where vagrancy has been a subject of state legislation, would supply the best information—that made valuable by experience.

That mode of treatment would best succeed, which would be gentle and compassionate. The proceedings of the tribunal before which the vagrant should be brought for examination, should be different from those pursued towards adult prisoners, and divested of the exposure consequent on actual crime.

The detectives employed (men tender and considerate) should be a body distinct from the civic police, not alone in the duties discharged, but in the externals of dress.

The vagrant, when taken up, should not be confined in an apartment used by the criminals or disorderly classes, nor examined at the same time, or at the same place, with them. Every harsh and repulsive feature should be put aside, that could give the appearance of criminal prosecution to this first movement of benevolence in behalf of the vagrant.

The case should be enquired into in the presence of the parents, if the vagrant have any, and they could be found; and every information possible should be obtained, in the meantime, touching their reputation and habits.

As, with every other scheme proposed for public consideration, objection may be made to this one, on the ground of its expense, there need be but little room for this objection, I imagine.

Thus officers, one of them holding rank over the others, and competent to keep the records of the department, and an office in which to keep these, which would also answer for the Court, would constitute the bulk of the expense, and this simple arrangement would, at least for the present, embrace the necessary machinery for working the system.

There are benevolent institutions at present in operation in Toronto which, under suitable arrangements, would be found adequate to give the experiment a trial, and at very small cost, I would suppose.

In the "Boys' Home," an institution founded by some benevolent ladies of that city, and which has already done much to check the evil which is the subject of these remarks, would probably be found at least for some time a refuge for those vagrants of the Protestant faith, and in the Reformatory Farm School, established by His Lordship the Catholic Bishop of Toronto, would, I have no doubt, be received, those belonging to the Catholic body.

The establishment of such a tribunal and its machinery would, I have little doubt, be hailed by many a sorrow-stricken parent as a blessing.

For the refractory youth—so often spoiled by blind indulgence, who does truant—shuns from school and the parental roof, and associates with none but the worst of companions, and over whom the parents have lost all influence, yet whom they cannot bring themselves to place in a prisoner's dock; this tribunal and its sentence of committal to a strange but benevolent home, would be a merciful recourse, and, in all probability, restore many a repentant prodigal to welcoming parents.

\*Extract from Mr. Recorder Hill's charge to the Grand Jury, Birmingham.

If I here mention, that to one Gaol alone, (Toronto,) during the year just expired, 1864,) there were committed no less than 90 youths, under 16 years of age, (a majority of them, I fancy, ranging from 9 to 13 years,) no longer innocent, but convicted of actual crime, an apology, I trust, will be found for appendixing these somewhat lengthy remarks to the record of my Gaol visits.

### COMMON GAOLS.

In reviewing the state of the Institutions visited by me during the year little more notice can be devoted to each, within the limit of a personal report, than to mark its existing condition and the measure of attention paid by the authorities to the rules prescribed for its discipline and management.

With reference to the Common Gaols. The construction of several new ones, according to plans approved of by the Board, and the alterations of others similarly sanctioned, have materially aided the efforts of the Inspectors, not only in the attainment of means of classification, which was hitherto impracticable, but also in the improvement of the system of prison administration, in many important particulars. But to this hour the Inspectors have been unable to induce the municipal representatives of several counties to improve their gaol buildings, which continue in various cases to be nuisances of moral putridity, in spite of the most earnest remonstrances.

At the creation of the Board the Inspectors found that each Gaol had its own peculiar mode of government; neither in respect to diet, clothing, bedding, labor nor moral treatment had they anything in common with each other. The cost of diet was scarcely in any two alike, being in some cases twenty cents per day, in others nearly forty.

In these and in almost all other respects the Gaoler (under the easy rule of the Sheriff) acted most frequently as his own convenience or interests suggested. The kind of diet furnished to the prisoners and the rate at which it was charged being usually, with the sanction of the County Council, left to his discretion.

The policy of some of the County Councils in this respect is hard to be understood. They refuse to appropriate a small sum annually to supply prison clothing or other necessities which decency as well as cleanliness and health imperatively demand, nay, even for the material required for the idle prisoners, and yet, with strange liberality, by allowing an extravagant price for the prisoners' maintenance, they cause a loss to the public exceeding in amount, perhaps, that required for the purposes mentioned, and also countenance thereby the violation of a cardinal rule of the prison.

So long as Gaols continue to be nurseries of crime, through the evils of construction, and a vicious system of management, those who have the remedy in their hands, and will not use it, cannot be held blameless of the mischiefs which such neglect assuredly propagates.

In this connection I may quote the opinion of one\* whose experience and position eminently entitle his recommendations to respect:—"That most effectually to carry out the objects of imprisonment, and that at the least cost to the country, and with the nearest approach to justice in the apportionment of the costs, it is requisite that the whole power and duty of providing and regulating prisons be placed in the hands of Government."

I am not prepared to recommend to the Canadian Government the assumption (as thus proposed) of those duties, but the change above advocated is suggestive to us of the existence of abuses or deficiencies in Gaol management elsewhere, similar to what we experience in Canada.

It is not alone of the demoralizing consequences resulting from the condition of the Gaols condemned, that the Inspectors complain, but also of the want of proper Gaol yards, into which the prisoners should be admitted daily for labor or air.

To subject prisoners, no matter what their offences, to inhale continuously, for long periods, the atmosphere of a cell, destitute alike of air, light and ventilation; and where, in many cases, a foul privy forms part of the sole chamber in which they have to eat, sleep and spend a whole imprisonment, extending sometimes over twelve months without change

\*Mr. Frederick Hill, late Inspector of Prisons, in his work: "Crime, its amount, causes and remedies."

of air, is not the lawful infliction of the punishment due to crime, but a cruel tampering with the lives of our fellow-beings, and a grave abuse of the claims to protection, which the laws of humanity accord alike to the guilty and the innocent, and which no circumstances can justify the violation of.

It is to be hoped that through the interference of Government, these wretched prisons, which disgrace the intelligence and humanity of the country, will be speedily abolished, and that, with the substitution of new and useful ones, the Inspectors will receive the valuable aid of those County Councils, in their labors for criminal reform.

The carelessness or indisposition of many of the Gaol officials to carry out the regulations and suggestions of the Inspectors, especially that of providing labor for the prisoners, is a powerful means of neutralizing the advantages which the Gaol might otherwise effect.

There are two modes of punishing the prisoner, calculated to make his imprisonment corrective, or, at least deterrent.

One is by separate, or, perhaps, still better, by occasional solitary confinement, a punishment most unpalatable to the ordinary gaol-goer, and the other, by hard daily labor, which is generally equally disagreeable.

In carrying out the former mode of treatment no great effort nor sacrifice of convenience on the part of the Gaoler is required, but as the latter would cause some trouble not hitherto experienced, and would probably unduly stimulate the usual torpid habits of his assistants, the experiment is left for other generations to deal with.

The excuse usually given the Inspectors on the subject of labor is, "That stone for the prisoners to break cannot be obtained," or if it could be procured, that when broken "the Town Council would give no compensation for breaking it" or, in some cases, "the corporations would not take it even without charge, being able to get gravel more conveniently."

But surely an intelligent Gaoler should be able to devise other modes of labor for his prisoners than that alone of breaking stone. He should be a man of sufficient ingenuity not to allow a single prisoner sentenced to hard labor to remain a day in Gaol without employment of some kind or other.

It is told of the rich Gerard of Philadelphia, that being desirous of relieving an able-bodied man who had solicited for assistance, but not with alms, and having no actual employment for him, he set him to wheel a heap of stone from one front of his premises to another, and when all had been removed to wheel them to their former place again, keeping his protégé repeating the process until he found some more profitable mode of employing him.

In the absence of any more useful occupation, would it not be better to employ our prisoners even in moving the stone or cordwood from place to place, and to repeat the operation daily, than to allow them to indulge in continual idleness, rehearsing their wicked exploits, and hatching mischiefs.

In some Gaols they are treated so tenderly, as to be spared the cutting of the wood for their own stoves.

In consequence of the apathy I found so generally to prevail on this point, I carried with me, and exhibited at several Gaols, during my first visits, various specimens of simple works, which could easily be carried on in any of our Gaols, under the instructions of an intelligent Gaoler or Matron.

What, I would ask, is to prevent those officers, if zealously disposed, from establishing, within the Gaol, such works as the making of split and birch brooms, axe-handles, bed and foot mats of straw, flag or corn husks, by the men, and of knitting, making straw, rag and husk mats, listing shoes and straw hats by the women; yet, not one of these is done in any Gaol that I know of, if I except a little knitting in, perhaps, one Gaol out of every twenty.

The Inspectors introduced into the Provincial Penitentiary, last year, a mill, which is worked by the steam-power which supplies water to that institution. A large quantity of the bones accumulating there for years, and hitherto useless, have been crushed in this mill, yielding a valuable manure for the farm of the institution; and a considerable quantity has been sold at a high price.

A similar mill might be introduced, with great advantage, into the Gaols of our larger cities, as Montreal, Toronto, Kingston, Hamilton and London, worked by the human steam

of the mischief-doing hands of our idle Gaol birds, who laugh at the dull intelligence of Gaol officials, which seems incompetent to devise the slightest employment for them.

This would really be labor. The stone-breaking is, in most cases, a sham—only an effective cheating of the sentence of “hard labor.”

This mill, besides the crushing of bones, would effectively crack beans, peas, Indian corn and barley—for horse, pig and fowl feed, and should, therefore, be a useful accommodation to farmers and others in the vicinity of those places. There would be no complaints of “tolling,” and the charge would be but some two or three cents per bushel; the price would be equally moderate for the crushing of bones.

That the infliction of real “hard labor” tends to repress crime, or which would seem to bear the same inference, to deter from recommitment to Gaol, it might be mentioned in illustration, that whereas the recommitments to the Toronto old Gaol in 1862, out of a total of committals of 2,091, were 1,420; there were to the new Gaol in 1863, out of 1,961 committals, but 291 recommitments; and in the present year out of 1,525 committals but 235 recommitments.

In the first of these years there was no labor, or next to none, for the prisoners, whilst in the two latter continuous hard labor was enforced by the intelligent Governor of the Prison, at digging and wheeling, in improving the extensive Prison grounds.

The per centage of the recommitments was, therefore, in 1862, about 70 per cent. of the whole number committed to this Gaol, whereas in the two following years it was but about 15 per cent.

It cannot be pretended that this immense reduction—this almost miraculous dread of recommitment is all due to this newly established labor on the Gaol grounds. That many of the *habitues* of the prison have skeddaddled to fish in the golden streams of “greenbacks” can hardly be doubted; but the fact nevertheless remains that large numbers, hitherto recommitment from three to half a dozen times a year, or oftener, have, like careful sailors, preferred giving their favorite retreat a “wide berth” to exhibiting their proficiency at this barrow practice.

These mills once in operation, and patronized by the farmers with an adequate supply of material, and countenanced by the powerful influence of the municipal bodies, I venture to predict from their punitive effects, the most beneficial results as a means to Gaol reform.

In a former report I suggested the advantage of employing Gaol prisoners in the cleaning and repairing of the public streets. I have not changed that opinion, as regards the habitual gaol-goer, and trust to see it yet, by legislative provision, carried into practice.

To commend the Gaol authorities for their ability and zeal, would be a far more grateful task to the Inspectors than to censure and condemn; nevertheless, the errors of mismanagement must be exposed, or amendment cannot be hoped for.

So little do many of them comprehend the deterrent and affictive purposes for which the Gaol is designed, that the reading of newspapers and improper books, playing at cards, chequers, quoits, &c., smoking and other indulgences, are allowed, as the necessary means of killing time; where ordinary intelligence should understand that anything in the form of indulgence or pastime, calculated to deprive the Gaol of its cheerless, penal, and more abhorrent features, should be strictly withheld.

I fear that until more attention is paid to the selection of officers for intelligence, and the other qualifications necessary, the Gaol must, to a great extent, fail to accomplish the moral changes which, under proper management, it is designed to effect.

It is not in Canada alone, that such cause for complaint exists. In one of the reports of the Inspectors General of Convict Prisons in Ireland, we find their censures on this subject expressed in the following strong terms:—

“A want of care and conscientiousness generally exhibited in the appointment of Turnkeys, no regard being paid to the selection of persons who have been trained to handicrafts, or who, at least, possessed of an aptitude for teaching the rudiments of such as are easily learned, and of ready applicability; tailoring and shoemaking, for instance, even if no further proficiency should be acquired than is necessary for mending and repairing.

“In some counties, the High Sheriffs have, with laudable liberality, and a sense of public duty, placed the nomination of such officers at the disposal of the Board of Superintendence; but, in the majority of cases, the exercise of mere favoritism, without any

consideration of fitness, prevails to such an extent, as to render it essential to the well-being of the Prisons, that the patronage should be transferred, by the Legislature, to the body charged with, and responsible for, the due administration."

In this connection, I would remark that the Inspectors have no desire for the acquirement of patronage. The little that is in their hands, they exercise with a painful consciousness of the responsibility it imposes, and they have no wish that it should be increased; but it is certain that a greater degree of "care and conscientiousness," in the appointment of Prison officials, is absolutely required, in order to make Gaol imprisonment conducive to the reformation of the criminal.

To the lax and unearnest manner in which the whole system of Gaol management, as provided for in the Regulations of the Inspectors, is observed, rather than to the total abnegation of a part of them, may, very largely be ascribed, the failure of Gaol confinement in producing criminal reform.

I will here mention a few of these contraventions, in point:—

By one of the Rules (No. 6) prepared by the Inspectors and sanctioned by His Excellency the Governor General in Council, it is provided: That the diet of the prisoners should not be supplied by any officer of the prison, but by some person totally unconnected with it; nevertheless we find that in several cases it is still provided by the Gaoler, and most generally at an extravagant price.

It is further provided by another Rule that the mode of procuring Prison supplies should be left to the decision of the Board; but the necessity of referring to that body is hardly ever remembered.

By another Rule (No. 7) the Gaoler shall have no other occupation, in order that his undivided attention may be given to the duties of his office. Yet we have found him, on some occasions discharging the duty of Deputy Sheriff. In such cases, it may be feared, the Gaol duties receive but secondary attention.

By Rule (No. 18) it is provided: "That whenever the Keeper or other male officers of the Prison shall be obliged to visit the apartments of the females, he shall be accompanied by the Matron, acting Matron or some other female officer of the Prison." Nevertheless outrages have been committed on female prisoners within the last couple of years which would indicate that this rule is but unfaithfully fulfilled.

By another (No. 20) the necessary means for preventing escapes, if attended by violent attacks on the Keeper or assistant, are pointed out; notwithstanding this caution, through the sheer neglect of a Gaoler, five prisoners were, only a few months ago, permitted to escape from one of the best Prisons of the country.

By Rule (No. 35) the practice of smoking is prohibited to criminal prisoners; yet in some Gaols this indulgence is freely extended to all classes.

By Rule (No. 45) any male prisoner who from the insufficient number of cells, cannot have a separate one, should be placed in one with at least two other male prisoners, each of the three having a separate bed; yet I have found in Gaols where there was abundant cell room to admit of each prisoner having a separate cell, three of them locked up together for the night, within a single one, the Gaoler having good naturedly yielded to their representations, that they would be more comfortable if allowed the little indulgence of sleeping together.

What a practical defeat of the attempts of the Inspectors at Prison reform, through the means of classification and separation! What a commentary on the firmness of Gaol administration, when the solicitation of a roguish scamp is obeyed, in preference to the positive instructions of the Inspectors!

In another Gaol, a large one, I found that the only two prisoners within its limits, both males, were allowed to occupy the same cell.

Can Prison reform follow from such wanton disregard of rules placed in the hands of every Gaol official?

I found, in another Gaol, managed by a zealous officer, that a prisoner, convicted of a criminal charge, (enticing soldiers to desert,) was allowed to receive necessaries and comforts from without, and even his own domestic bedding.

This palpable violation of the law arose, I believe, from ignorance, in regarding the criminal in the light of a political misdemeanant; but why such ignorance?

The practice of employing prisoners, male or female, in servile duties in the Gaoler's

apartments, is also improper, and should not be permitted. The prisoner cannot be considered as satisfying the sentence of the Court, who is admitted daily to familiar intercourse with the Gaoler's family and visitors, and instead of being confined strictly to prison fare, is enjoying the "run of the kitchen."

It is a subject most painful of observation, that so few of the clergy devote any attention to the Common Gaols.

I am not sanguine enough to believe that any large percentage of the prisoners will profit by their ministrations, but we are bound to, at least, offer them all the chances for reformation in our power; and, even, though but one in a thousand of those unfortunates was reclaimed through the goodly offices of these servants of Him who came to save, "not the just, but sinners," would that gain not be a reward worthy of the exertion?

But whilst stating, as has been done in the course of the above reflections, the many causes of complaint which yet exist, let it not be understood that there is not much cause for congratulation.

To a large improvement in the general *morale* of the Common Gaols within the last five years, which the Inspectors may point to with true satisfaction, may be added a gain to the country, in the present year as compared with 1860, of nearly fifteen thousand dollars; the cost of management being in the former year at the rate of forty and three-fourth cents per head daily, and in 1864, thirty-four and one-fifth cents per head daily, on a total of 221,025 days imprisonment.

TERENCE J. O'NEILL.

April 1, 1865.

## SEPARATE REPORT

OF

DR. F. Z. TASSE,

FOR THE YEAR 1864.

The imperfections in my report must be attributed to the short time I have held the office of Inspector of Prisons, &c. In many respects incomplete, I look upon it rather as a supplement to that made by my predecessors in office.

## PENAL INSTITUTIONS.

## PENITENTIARY.

I have visited this Institution with my colleagues every three months, as required by law, in addition to being present at the special meetings of the Board in relation to urgent business, and I visited it alone in the month of October. Each visit lasted several days. This Institution has again this year been visited with typhus fever, which has been fatal to several prisoners.

When we consider the number of prisoners who enter within its walls in the course of the year and the various causes of debility which are constantly active amongst them, in view also of the nature of this disease, it is not a matter of surprise that there have been victims to its ravages, and that it has been a source of alarm and anxiety to the employes and to the physicians of the Institution.

The Inspectors have neglected no means in their power of improving the sanitary condition.

The various branches of the system of management have been brought, by degrees, almost to a state of perfection.

In such an assemblage of persons as the Penitentiary contains, the discipline must, of necessity, combine severity with justice. It must not be forgotten that the object of an institution of this kind is the reformation of those whom society has, for a time, expelled from its limits; thus, whilst compelling the prisoner to remember with regret the advantages which he has forfeited by his crime—his liberty, it is the duty of the authorities and those charged with his control, to endeavor to prepare him to leave, as an honest man, the place which he entered a convicted felon. A new education should awaken within him sentiments of probity and honor, which an education in guilt must have stifled at their birth. Having heretofore been guided only by the passions which have led him onward, by degrees, to a course of crime, he should learn in prison the habit of self-control; and as the individual has become a criminal, by imbibing evil principles from the atmosphere of crime in which circumstances have placed him, society hopes that from the discipline of the Penitentiary he will derive such good principles as will counterbalance and eradicate the evil by which he has been contaminated.

But a very natural question presents itself here, What means should be employed to obtain this result, in the midst of an assemblage of criminals? The answer to this would

be easy, were we to forget, for an instant, the nature of the offence for which each criminal is undergoing his imprisonment. Vice, like virtue, obtains its influence, by degrees, over the minds of men. A man can never be said to become depraved all at once; he must have descended, step by step, in the social scale. Thus, when we seek to rekindle the spark of goodness, which is just about to be extinguished, religion, whose soothing influence can reach the most hardened in crime, alone has this power. In the exceptional circumstances in which the criminal is placed, religion alone can produce in him that passive obedience to the rule of perfect silence, and especially that love of labor, which will render him an honest man; restoring him to a proper position, raising him in his own esteem and in that of society, by whom for a time, he had been rejected as an outcast.

In conclusion, I may be permitted to observe, that I consider the system of Penitentiary discipline referred to by Mr. Meredith, in one of his reports,\* to be one of the best that can be adopted in institutions of this kind.

#### REFORMATORY PRISON AT ST. VINCENT DE PAUL.

24th August, 1864.

Mr. Ferres and I, accompanied by Dr. Taché and Mr. Prieur, the Warden of the Reformatory, visited the ruins of this institution, which had been recently destroyed by fire.

We, at the same time, visited the young prisoners in their new quarters, and also the temporary building in course of erection. We discussed at length the results of the fire, on the next day. Mr. Ferres having left, Dr. Taché and I carefully considered the plans to be adopted in the re-building of the Reformatory. This has formed the subject of a special report. I again visited the Reformatory on the 20th, 21st and 22nd September, accompanied by my colleagues, Messrs. Ferres and O'Neill, and also alone on the 2nd and 16th November,—the last time in connection with an order issued by Government, on account of the sickness which then prevailed in the institution, on the subject of which a report was at once made.

During the investigation made by Coroner Jones, at which the Commissioners were present, in relation to the discovery of human bones in the burnt ruins, I had occasion to be convinced of the justice with which the high praises had been awarded to the Warden by my predecessors in office.

I am gratified to see in the Reformatory at St. Vincent de Paul, in spite of its present unsatisfactory condition, such a striking example of the solicitude manifested for our juvenile criminals.

#### REFORMATORY AT PENETANGUISHENE.

On the 6th and 7th October I visited this Institution for the first time. I was alone. I visited it the second time on the 28th and 29th December. There were then 132 prisoners.

The new Prison now in course of erection on the top of an elevation occupies a very fine position, and as all that strikes the eye agreeably, even in the case of prisoners, creates an impulse for good in the human heart, the change of situation will in the case of these young prisoners serve to increase the moral results which even now are so highly satisfactory.

This new Prison contains 120 cells only, and at the time of my visit 77 prisoners were every night conducted thither under guard.

The young offenders are occupied with agriculture and certain branches of manufacture, a number of them assist in the erection of the new Prison.

#### GENERAL REMARKS ON REFORMATORY PRISONS.

In a Reformatory Prison the discipline must be firm and severe, but tempered at the same time by a paternal tenderness. Levon Vidal says that they should rather be correctional prisons than benevolent institutions, for that they ought to be calculated to impress upon the mind of the youthful inmate the fear of the consequences of a repetition of the offence. Moral reformation ought to be the aim of these Institutions. Here efforts are made to re-establish the family, and the most solid basis on which we can depend for the

\*Separate Report of Mr. Meredith for 1861.



attainment of this result, in a moral and religious education. The criminality of children, like their evil instincts, presents several varieties. Some of them have been the victims of unfortunate circumstances, whilst in others the tendencies to evil spring from deeper sources. Those then who are entrusted with their management, even the most subordinate employé, should be thoroughly qualified for the position they occupy.

The fear of punishment, and the hope of reward, must be ever present to the mind of the young prisoner, and the tender care of the head officers must not be allowed to interfere with the severity sometimes requisite in a *régime* which must always retain a correctional character.

The present career of the child is then secure. Dread of punishment on the one hand, and encouragement on the other, are the safeguards of his conduct; but in the future, when he will have his own conscience only for his guide, how is he to be restrained from the commission of crime? He will be restrained by labor, by physical exertion, and a contented mind; and he who submits to the law of labor, will never forget the other laws given by the same master. To inspire these children with a love for what, alas! they have only too late been made to learn—energetic and persevering labor, adapted to their age and strength,—must be required of them; and, considering that difficulty already exists in finding employment in manufacturing pursuits for the number of those who seek it, it seems to me that the preference ought to be given to agricultural instruction. By so doing, the future of the youths will, at all events, be more secure, and a further support will be afforded to the foundation of our national prosperity—agriculture.

## 2.—COMMON GAOLS.

### GAOL AT THREE RIVERS.

I inspected this Gaol on the 7th September, accompanied by the Sheriff and the Gaoler. This Gaol, one of the most convenient that I have visited, is, nevertheless, far from perfect. In the first place, a smell most disgusting and pernicious to health, escapes from the privies which adjoin the wards. To remedy this evil, new ones ought to be built in the yard.

I also observed in this Gaol an absence of organization, as regards labor; at least, there appeared to be so, at the time of my visit,—although there were 23 male and female prisoners at the time. One idiot was also in custody.

The Sheriff and I had a long conversation, in relation to the steps to be taken to organize the labor in this institution.

In inspecting the two storeys of this Gaol, my attention was drawn to the numerous fissures in the chimneys, as these added materially to the risk of fire. I made a special report on the subject to the Board.

### GAOL AT SOREL.

I inspected this Gaol on the 6th September accompanied by the Sheriff.

It is clean and well managed.

The roof of the Prison leaks in many places, and the water penetrating the walls, has caused a very considerable fissure. I came to the conclusion that any delay in effecting the necessary repairs would be productive of very serious damage.

I can with difficulty understand how it is possible for the Gaoler to occupy a part of his quarters which are in the basement, the dampness rendering it almost uninhabitable.

The water used in this institution is of very bad quality, on account of the proximity of the privies, the drainage of which is very bad.

Unseasoned lumber was used in the erection of this Gaol, as is evident from the very considerable apertures in the doors and floors. A report on the subject has been made to the Government.

As is the case with nearly all the Gaols erected in the new districts of Lower Canada, this Gaol is deficient in one essential requisite, it has not as yet any enclosing wall.

There is not even a fence between the Gaoler's and prisoners' yard, nor is there any shed for fuel.

The Gaoler is, therefore, compelled to use the untenanted cells for storing the fire-wood and other articles required for the maintenance of the Gaol.

At the time of my visit, there were only two prisoners in the Gaol.

#### GAOL AT SHERBROOKE.

I visited this Gaol for the first time on the 15th October.

It is very old, and the walls are crumbling. Classification is out of the question.

In spite of the efforts of the Gaoler, cleanliness is impossible in a Prison of this kind, and I regret to have to observe, in this report, how inferior this Gaol is, in this respect, to the other Gaols which I inspected.

At the time of my visit, there were 24 male and 3 female prisoners.

This Gaol is surrounded by a simple fence of planks.

#### GAOL AT ST. JOHN'S.

I visited this Gaol on the 17th November, accompanied by my colleagues.

There were at the time 10 prisoners, 2 of whom were under sentence. I was pleased to remark the absence of female prisoners.

In this Gaol, as in several others which I visited, the privies are closed. This Gaol is very clean and well kept.

#### GAOL AT RIMOUSKI.

I visited this Gaol on the 9th December, and found only 3 prisoners.

This Gaol is well kept, and is in good order. The Gaoler is the only employé in this institution.

#### GAOL AT KAMOURASKA.

On the 12th December, I inspected the Gaol at Kamouraska. It contained no prisoners. I also visited the new Gaol, which is not yet ready for the reception of prisoners, having only recently been completed. The female ward contains only three cells.

A few days before my arrival, there were several prisoners in this Gaol, but some of them had been liberated at the expiration of their sentences, and the others had been acquitted by Juries.

Like the other Gaols, it has no enclosing walls.

This Gaol contains no apartments for the Gaoler or his turnkey. As the Court is held above the Gaol the Sheriff and other officers of the Court occupy a portion of the lower story which forms part of the Prison, so that the employés of the Gaol have no lodging room.

#### GAOL AT ST. THOMAS.

I inspected this Gaol on the 13th December. Among the prisoners there were two under sentence, and also two women, each one with a child in arms.

There are no walls. The privies work very well.

The Gaol is well kept. Several doors and also the floors are becoming disconnected, having been made of unseasoned wood.

#### GAOL AT LA BEAUCE.

I inspected this Gaol on the 16th December. It then contained only two prisoners.

Here as elsewhere there are no walls, and the doors and floors are becoming disconnected from having been made of unseasoned timber.

The locks are abominable and are so placed as to afford every opportunity for the prisoners to escape, unless they are carefully watched by the Gaoler.

This defect is a very common one in the Gaols.

The privies have been closed, as they would not work, and it is supposed that the water with which the walls are saturated, has escaped from the privies.

Here, as elsewhere, there is no enclosing wall.

The employés are compelled to draw water from the river.

This Gaol is kept in very good order.

## GAOL AT ARTHABASKA.

I inspected this Gaol on the 17th December. I found it well managed, and very clean. I only saw 3 prisoners.

It is necessary to go a considerable distance for water.

The privies do not work well, and I recommended that they should be closed.

Here, again, there is no wall, &c.

## QUEBEC GAOL.

I inspected the Gaol at Quebec on the 31st August, and 6th December. Notwithstanding its crowded condition, and its faulty construction, this Gaol is kept in very good order. Classification of prisoners is impossible, owing to its defect of construction. The privies emitted a most abominable stench. At the time of my visit, the Gaol contained 77 men, 65 women, 10 or 12 children, and 54 infants, taken in with their mothers.

The number of sailors confined in this Gaol, renders the discipline all the more difficult to carry out.

## NEW GAOL AT QUEBEC.

I visited the new Gaol at Quebec on the 31st August. It will soon be ready to receive the prisoners from the present Gaol.

This Gaol is constructed on a place which leaves nothing to be desired. In this institution, every requisite for a thorough classification will be found.

## GENERAL REMARKS ON GAOLS.

The object of Gaols being the intimidation and reformation of the criminal, it is painful to observe how ill-calculated they are for its attainment.

The greater number of them having no enclosing wall, not even having suitable locks, they present to the prisoner opportunities of escaping, which the greatest vigilance can hardly prevent their taking advantage of. These Gaols are thus anything but auxiliaries of the law. They inspire the prisoner, neither with the desire of reformation, nor with fear of punishment for the future.

It is, then, absolutely necessary, if good discipline and classification, and, at the same time, a well-organized system of labor, are deemed desirable, that the defects which now exist in the construction of nearly all the Gaols in the new districts of Lower Canada, and which have already been pointed out to the authorities, should be remedied.

The want of a shed for wood and of store rooms for supplies is also severely felt, because it has been necessary to make use of the empty cells, for storing fuel and other necessary articles of consumption.

I shall not here refer to the necessity of Central Gaols, their advantages having been urged by the Board in previous reports.

## MARINE HOSPITAL.

On the 31st August I visited the Marine Hospital, which is under the control of a Commission, who bestow every possible attention on its administration.

Among the principal defects in the construction of this building, may be mentioned the absence of any means of ventilation and the improper situation of the privies, which emit a very considerable stench, especially when there is a want of water, which I am informed is of frequent occurrence. The kitchen appears to me to be insufficient, and must be hot to suffocation.

Rooms are provided here for paying patients, provided with every possible convenience. I am acquainted with several Members of Parliament who went there and having profited by the many advantages offered by the Institution returned quite delighted at the manner in which they had been treated. There is a lying-in ward. All the details of the various services of this Institution appear to me to be managed with strict and constant attention.

## BEAUPORT ASYLUM.

I made a complete inspection of this institution for the first time on the 30th August. It was most pleasing to observe the cleanliness which prevailed in this Institu-

tion which, at the time of my visit contained 556 patients. It is the only really useful Asylum which exists in Lower Canada. The proprietors, two distinguished physicians of the District of Quebec have effected numerous improvements to render the residence of their patients agreeable and calculated to promote their rapid restoration to health. I noticed, however, in the course of my inspection certain defects in the ventilation, and in the lighting of the buildings, which might have the effect of neutralizing to a certain degree the care and attention which are here lavished on the patients. I shall not here make any remarks upon the excessive number of patients in this Institution, as I am aware that the proprietors have themselves frequently intimated to the Government their desire that the establishment should not be over-crowded. In addition to the amusements provided for the patients within the building, which are so many means of distraction, those whose intellects will permit of that sort of occupation are employed on the farm and in the gardens.

#### ASYLUM AT ST. JOHN'S

I visited this institution on the 17th September, accompanied by Messrs. Ferres and O'Neill.

The building contains 64 lunatics, 30 men and 34 women. Considering the very few advantages it possesses, it is astonishing to observe the good order which prevails here.

The conduct of Dr. Howard deserves the highest praise. It is very desirable that a new building should be erected by the Government.

#### ASYLUM AT TORONTO.

I visited this institution, which is under the intelligent management of Dr. Workman, the first time on the 3rd, 4th and 5th October, accompanied by my colleagues, and the second time on the 26th and 27th December.

This Asylum continues to enjoy the high and well-merited reputation which it has acquired, thanks to the diligent and skilful care and attention lavished on the patients by the Medical Superintendent. I will only add, that I concur in the general report on the subject of this institution.

#### ROCKWOOD ASYLUM.

I inspected this asylum each time that I visited the Penitentiary. The works connected with this vast institution are being vigorously carried on. The criminal lunatics who occupy a part of the building under the supervision of Dr. Litchfield, and the Female Department appeared to receive every possible attention at the hands of the physician to the institution.

#### GENERAL REMARKS ON ASYLUMS.

The necessity of a new establishment for lunatics in Lower Canada, is so keenly felt, that I am induced to offer a few remarks on Asylums. In the "Dictionnaire d'Economie Charitable," I observe a passage, which indicates very fully the advantages to be obtained by the establishment of a new refuge for our poor fellow-creatures who are deprived of reason. "The imposition of labor," it says, "the meals in common, the fixed period for recreation, the interdiction of amusements which excite the passions, the subordination to the physician, render the treatment, in common, incontestably superior to treatment at the domicile of the patient." It was, then, with a view to the cure of the patients, or, at all events, to the improvement of their health, that these institutions were established.

Now, when we consider the number of lunatics who are either in the Gaols, or in their own homes, we may form an idea of the indifference to which these unfortunates, the latter class especially, are subjected by their guardians. The greater part of the time they are left in solitude, on account of the disgust they inspire, and the cultivation of religious feelings, which is one of the remedies for that restoration, is never for a moment thought of. In the Asylums, on the contrary, a different order of things may be observed, in the attention which these unhappy creatures receive from their guardians; a constant struggle prevails between insanity and reason.

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They are withdrawn from that condition of isolation, the general tendency of the lunatic, into which negligence allowed them to be plunged, and they are now compelled to take a part in the proceedings of every-day life. The influence of labor and amusement in common, counteracts the absorption of the lunatic into himself, and from the life of an Asylum they will return with greater ease to that from which they are separated.

These observations are very simple and might easily present themselves to any one's mind. Why then any further delay in the carrying out of this project? Increased exertion to secure a site on which a new Asylum might be erected would be an act of charity to these unhappy beings and to society at large, which is interested in the preservation of each one of its members.

F. Z. TASSÉ.

St. Laurent, 25th February, 1865.

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A P P E N D I X.

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# REPORT

OF THE

## QUARANTINE HOSPITALS

AT GROSSE ISLE.

To the Inspectors of Prisons, Hospitals, Asylums, &c., &c.,

GENTLEMEN,—I have the honor to submit for your information, a General Return of the emigrant passengers admitted into the Quarantine Hospitals at Grosse Isle, including the diseases, country and religion; also the number of deaths during the season of 1864.

I have also, as conveying essential information, annexed to the General Return, a tabular view of the names of the passenger vessels inspected, with other details contained in the Summary, subjoined to this table, and to which I respectfully beg leave to refer you.

It will be seen, on reference to the General Return, that the greater number of sick has occurred this season among the *Norwegian passengers*, forming, it is true, *the largest portion of emigrants inspected by me in sailing vessels*. The passengers, however, on the whole have unusually been found healthy. This, as well as the preceding season, compared with that of former years, and particularly in 1862, when I had no less than 346 patients in four Hospitals, laboring under the most malignant contagious diseases, viz., ship-fever, confluent small-pox, &c., &c., &c.

The healthiness of the emigrant passengers, this and the last season, may be justly attributed to the *great care and attention which have been adopted by masters of passenger ships in securing the cleanliness and ventilation of the steerage to which may be added the great diminution on the part of foreign emigration in crowding the vessels with numerous bulky articles, consisting of large boxes, furniture and great quantities of food imperfectly cured and liable to decomposition, thereby generating disease*. The sanitary economy, now so generally and stringently pursued by Masters of Passenger Vessels from the Ports of Norway and Germany, is owing, in a great measure, to representations repeatedly made by the Chief Emigration Agent, Mr. Buchanan, whose indefatigable exertions, in the cause of Immigration, and the welfare of the Passengers, have often been fully appreciated throughout the United Kingdom and Foreign countries.

The greater number of deaths on shipboard, during the voyage of passenger vessels, were principally among children, and originated from long passages, inclemency of weather, necessitating their close confinement to the steerage, often unavoidably damp, and even wet, from a long continuance of cold rain, and food very ill-adapted for children; and thereby causing a variety of infantile diseases.

The principal cases of disease will also appear to have been that of Fever among the Norwegian passengers, and which, exclusive of those sent to Hospital for immediate medical treatment, necessitated the landing of the whole number at the Healthy Division, for the purposes of surveillance, and the cleansing and purification of their luggage, bedding and clothing; as well as the detention of all vessels into Quarantine, having, on their arrival at Grosse Isle, on board, or having had, during the passage, other contagious diseases,

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viz. : small-pox, scarlet fever, measles, &c., for the purposes of cleansing, ventilating, and purification of all such vessels, to my satisfaction, and previous to granting a "Clean Bill of Health."

The care and safety of the public buildings, stores, &c., have been placed under the charge of three boatmen during the winter ; their long and faithful servitude on the Station offers the best guarantee for the strict performance of the duties enjoined on them, under my written instructions.

I have caused all the roads on the Island to be well repaired before the close of the Station ; also, all the Station-boats and their gear stowed away in the Boat-house, save one, until the closing of the navigation.

I have the honor to be,  
Gentlemen,

Your most obedient and humble servant,

A. VON IFFLAND, M.D.,

*Medical Superintendent.*

Quebec, 7th October, 1864.





REPORT of Emigrant Ships and others inspected at the Quarantine

| Number. | Rig and Name.           | Master.             | Port.            | Sailed.       | Arrived.         | Cargo.       |
|---------|-------------------------|---------------------|------------------|---------------|------------------|--------------|
| 1       | Ship Lourdal.....       | Petersen.....       | Portsground..... | April 9.....  | May 21.....      | Ballast..... |
| 2       | do Jessie.....          | Gorman.....         | Limerick.....    | do 11.....    | do 21.....       | do.....      |
| 3       | do Victor Emanuel.....  | Kapale.....         | Bergen.....      | do 17.....    | do 21.....       | do.....      |
| 4       | Bark Isis.....          | Lawson.....         | Stavenger.....   | May 4.....    | do 31.....       | do.....      |
| 5       | do Hebe.....            | Olsen.....          | do.....          | do 4.....     | June 1.....      | do.....      |
| 6       | do Constancia.....      | Helberg.....        | Bremen.....      | do 5.....     | do 12.....       | General..... |
| 7       | do Republic.....        | Dahn.....           | Waterford.....   | April 29..... | do 13.....       | Ballast..... |
| 8       | do Nordlyset.....       | Abrahamsen.....     | Christiana.....  | do 26.....    | do 16.....       | do.....      |
| 9       | do Fido.....            | Berthatsen.....     | Bergen.....      | May 2.....    | do 16.....       | do.....      |
| 10      | Ship Keppler.....       | Jurgens.....        | Hamburg.....     | April 17..... | do 17.....       | General..... |
| 11      | do Albert.....          | Akerberg.....       | Gottenburg.....  | do 27.....    | do 17.....       | Ballast..... |
| 12      | Bark To Wenner.....     | Indrius Lalier..... | Bergen.....      | May 3.....    | do 17.....       | do.....      |
| 13      | S. S. St. George.....   | Aird.....           | Glasgow.....     | do 31.....    | do 17.....       | General..... |
| 14      | Ship Admiral Tromp..... | Miller.....         | Bergen.....      | do 9.....     | do 20.....       | Ballast..... |
| 15      | Brig Atlante.....       | Rod.....            | Christiana.....  | do 5.....     | do 20.....       | do.....      |
| 16      | Bark Horoma.....        | Stean.....          | Alicant.....     | April 22..... | do 20.....       | do.....      |
| 17      | Ship Necker.....        | Heidoon.....        | Hamburg.....     | May 18.....   | do 26.....       | do.....      |
| 18      | Bark Bergen.....        | Arnesen.....        | Womsae.....      | do 21.....    | do 27.....       | do.....      |
| 19      | do Urda.....            | Jacobson.....       | Christiana.....  | do 7.....     | do 27.....       | do.....      |
| 20      | do Telegraph.....       | Jobson.....         | Antwerp.....     | do 12.....    | do 27.....       | General..... |
| 21      | do Laura.....           | Serl.....           | Bergen.....      | do 10.....    | do 27.....       | Ballast..... |
| 22      | do Scheller.....        | Dalanha.....        | Halifax.....     | July 5.....   | July 21.....     | do.....      |
| 23      | do Kong Carl.....       | Svanoe.....         | Bergen.....      | June 5.....   | do 25.....       | do.....      |
| 24      | do Washington.....      | Cahanbley.....      | Hamburg.....     | do 3.....     | do 25.....       | General..... |
| 25      | Ship Norge.....         | Jetmundsen.....     | Womsil.....      | do 11.....    | do 25.....       | Ballast..... |
| 26      | do Superior.....        | Classie.....        | Gottenburg.....  | do 6.....     | August 2.....    | do.....      |
| 27      | Bark Maria.....         | Christiansen.....   | Newcastle.....   | do 11.....    | do 5.....        | do.....      |
| 28      | do Hofning.....         | Jorgensen.....      | Hamburg.....     | do 18.....    | do 10.....       | Wine.....    |
| 29      | do Harmony.....         | Neilsen.....        | Gottenburg.....  | do 15.....    | do 10.....       | Ballast..... |
| 30      | S. S. Ernest Merck..... | Seidquist.....      | Stockholm.....   | July 17.....  | do 16.....       | Iron.....    |
| 31      | Ship Luc'wig.....       | Berding.....        | Liverpool.....   | do 17.....    | do 29.....       | Salt.....    |
| 32      | do Dr. Kane.....        | McLaughlin.....     | Londonderry..... | do 20.....    | do 30.....       | Iron.....    |
| 33      | Bark Norden.....        | Tudsen.....         | Drammen.....     | do 5.....     | September 1..... | Kegs.....    |
| 34      | Ship Sylvia.....        | McCulloch.....      | Liverpool.....   | do 11.....    | do 4.....        | Salt.....    |

Station, Grosse Isle, from the 21st May to the 30th September, 1864.

| Passengers. | Crew. | Sick. | Died. | Births.        | Consigned to.         | Discharged.      | REMARKS.                                                                                 |
|-------------|-------|-------|-------|----------------|-----------------------|------------------|------------------------------------------------------------------------------------------|
|             |       |       |       |                |                       |                  |                                                                                          |
| 2           | 338   | 19    | 3     | 1              | Falkenberg & Co.....  | May 24.....      |                                                                                          |
| .....       | 92    | 21    | ..... | .....          | Levey & Co.....       | do 21.....       |                                                                                          |
| 3           | 233   | 15    | ..... | .....          | Order.....            | do 21.....       |                                                                                          |
| 2           | 153   | 13    | ..... | 1              | Falkenberg & Co.....  | do 31.....       |                                                                                          |
| 5           | 250   | 16    | ..... | .....          | Order.....            | June 1.....      |                                                                                          |
| .....       | 318   | 16    | 4     | 2              | Belling & Lamoth..... | do 15.....       |                                                                                          |
| .....       | 14    | 15    | ..... | .....          | M. A. Wilson.....     | do 13.....       |                                                                                          |
| 5           | 166   | 13    | ..... | 1&2 still-born | Falkenberg & Co.....  | do 16.....       |                                                                                          |
| 1           | 381   | 15    | ..... | 1              | Order.....            | do 16.....       |                                                                                          |
| 1           | 383   | 20    | ..... | 3              | Belling & Lamoth..... | do 17.....       |                                                                                          |
| 26          | 201   | 19    | ..... | 8              | Order.....            | do 17.....       |                                                                                          |
| 1           | 173   | 11    | ..... | 2              | do.....               | do 17.....       |                                                                                          |
| 17          | 484   | 40    | 2     | .....          | Allan, Rac & Co.....  | do 17.....       |                                                                                          |
| 5           | 337   | 18    | 2     | 1              | Order.....            | do 20.....       |                                                                                          |
| .....       | 152   | 10    | 1     | 1              | Falkenberg & Co.....  | do 20.....       |                                                                                          |
| .....       | ..... | 12    | ..... | .....          | Order.....            | do 20.....       | This vessel anchored at Grosse Isle to report the death of the master—case, consumption. |
| 1           | 527   | 23    | 4     | 9              | Ryan & Co.....        | do 26.....       |                                                                                          |
| 17          | 283   | 15    | ..... | .....          | Order.....            | do 27.....       |                                                                                          |
| 3           | 180   | 12    | ..... | 1              | Falkenberg & Co.....  | do 27.....       |                                                                                          |
| 2           | 115   | 14    | ..... | 1              | Belling & Lamoth..... | do 27.....       |                                                                                          |
| 1           | 201   | 13    | ..... | 2              | Order.....            | do 27.....       |                                                                                          |
| .....       | ..... | 11    | ..... | 1              | Belling & Lamoth..... | July 21.....     | This vessel anchored at Grosse Isle to report the death of the 1st mate—case, apoplexy.  |
| 1           | 111   | 16    | ..... | .....          | Order.....            | do 25.....       |                                                                                          |
| 2           | 243   | 15    | ..... | .....          | Belling & Lamoth..... | do 25.....       |                                                                                          |
| 10          | 249   | 19    | ..... | .....          | Order.....            | do 25.....       |                                                                                          |
| 10          | 290   | 15    | ..... | 9              | do.....               | August 2.....    |                                                                                          |
| 12          | 233   | 13    | 1     | 4              | do.....               | do 6.....        |                                                                                          |
| .....       | 164   | 12    | ..... | .....          | Belling & Lamoth..... | do 10.....       |                                                                                          |
| .....       | 16    | 14    | 1     | 3              | Falkenberg & Co.....  | do 10.....       |                                                                                          |
| 6           | 441   | 42    | ..... | 3              | do.....               | do 16.....       |                                                                                          |
| .....       | 36    | 22    | ..... | .....          | Order.....            | do 29.....       |                                                                                          |
| .....       | 353   | 22    | ..... | 4              | do.....               | do 30.....       |                                                                                          |
| 3           | 139   | 19    | ..... | 2              | do.....               | September 1..... |                                                                                          |
| .....       | ..... | 26    | 1     | .....          | do.....               | do 4.....        |                                                                                          |

A. VON IFFLAND, M. D.,  
Medical Superintendent.



ANNUAL REPORT  
OF THE  
MARINE HOSPITAL,  
QUEBEC.

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*To the Inspectors of Gaols, Asylums, &c., &c.*

The Commissioners of the Marine and Emigrant Hospital at Quebec have the honor to present to you, together with their Annual Report, various statements of expenses incurred for the maintenance of the Hospital, as also the Annual Report of the House Physician concerning admissions, discharges, deaths, &c., for the year 1864.

The Commissioners have, in the present year, nothing worthy of remark to notice in the management of the institution, excepting a rather considerable comparative reduction in all the expenses but that of lighting. The saving effected in the current year embraces nearly all the heads under which the expenditure is classified. The Commissioners have, nevertheless, done all that could contribute to the comfort of the sick. They have purchased a large quantity of bedding and furniture, the want of which had been much felt. The articles of bedding are superior in quality to those now in use, and much more easy to wash. The furniture consists chiefly of bedsteads, intended for the sick and convalescent patients. The expense of lighting has this year been greater than usual, on account of the opening of a greater number of apartments, in carrying out the classification of the patients with all desirable exactness.

For several years past the Commissioners have constantly made the most urgent representations, both to the Government and the city authorities, relative to the deficiency of the supply of water to the Hospital. The bad smells which pervade the building during the greater part of the day, are sometimes intolerable. If such a state of things has hitherto not been attended with disastrous effects, the immunity may, with great reason, be attributed to the rare salubrity of the climate. Such effects will, no doubt, some day or other, result from the evil, aggravated, as it is, by the almost total absence of ventilation in the water-closets and other appurtenances of the institution.

Finding that their representations had no effect, the Commissioners themselves sought the means of remedying the evil. They first caused a tub to be constructed of very large dimensions, to serve as a tank or reservoir; and next established a communication between the several tanks or reservoirs. They are bound to admit, nevertheless, that their efforts have had very imperfect success.

The Commissioners, desirous of keeping within the limits of their authority, have not thought fit to make further experiments, which always involve greater or less expense; but they have not failed, on that account, to exert themselves to abate the evils complained of. They have consulted the most competent persons on the best and most economical means of supplying the Hospital with water, who, having inspected the locality, and considered the quantity of water required per day, advised them to cancel their agreement with the Corporation. The question was next considered, whether it would not be expedient to recommend the Government to set up a steam-lift and force-pump. The Commissioners also proposed to make some suggestions relative to the heating of the building. They took some steps to secure the services of a competent engineer to draw the plans, which they wished to submit; but neither was this expedient successful, and the scheme was, for the present, given up.

If, for whatever reason, this scheme is to remain abortive, it becomes a matter of most urgent necessity, that larger tanks should be constructed beneath the roof, than those which already exist; or that the Corporation should supply water oftener than twice in the day, as it is now supplied.

The Report of the House Physician may be reduced to the following summary :—

|                                                              |          |
|--------------------------------------------------------------|----------|
| Number of Patients in Hospital on the 31st December, 1863... | 68       |
| “ Admitted.....                                              | 1,367    |
|                                                              | —1,435   |
| “ Dismissed.....                                             | 1,347    |
| “ Deaths.....                                                | 33       |
| “ Remaining on 31st December, 1864.....                      | 55       |
|                                                              | —1,435   |
| Average length of Residence in Hospital.....                 | 23 days. |
| Total number of days' Residence.....                         | 32,994   |
| Mortality per 100.....                                       | 2.3      |

The 1,435 patients who have been under treatment in the Hospital, may be classed as follows :—

|                          |        |
|--------------------------|--------|
| Seamen .....             | 722    |
| Emigrants.....           | 106    |
| Residents, (paying)..... | 90     |
| “ (for charity).....     | 517    |
|                          | —1,435 |

Independently of the class of patients above mentioned, 1,320 persons, namely :—

|                          |        |
|--------------------------|--------|
| Seamen or Emigrants..... | 185    |
| Residents.....           | 1,135  |
|                          | —1,320 |

applied at the Hospital to be treated as out-patients.

The expenditure of the Hospital was \$20,261.84, of which  
 \$19,646.84 at cost of the Government.  
 100.00 received for Rent of Beach.  
 500.00 “ “ Board of Patients.

All requisite information relating to the expenditures of these moneys, will be found in the three statements annexed hereto.

The whole of which is humbly submitted.

(Signed,)

P. WELLS,

Secretary and Treasurer.

Quebec, January, 1865.

ANNUAL REPORT  
OF THE  
BEAUPORT LUNATIC ASYLUM,  
FOR 1864.

QUEBEC LUNATIC ASYLUM, January 24th, 1865.

GENTLEMEN,—We have the honor to report to you, that the Asylum under our care and management continues to exhibit the same amount of comfort amongst the patients—the same strict attention to order and cleanliness, and the same system of thorough ventilation, which have, during past years, elicited the unqualified commendation of your Board, and of its individual members, and which has obtained for it, in the language of your Report, the title of a “model institution,” a title which it will be our endeavor to sustain.

Since our last Report, the buildings then in course of construction have been finished, and were fully occupied in the Spring.

In August last, to meet the increasing demand for the admission of the steadily increasing number of patients, we pulled down the White House, and commenced the erection of a building capable of affording ample space for the accommodation of 300 patients. In submitting our intentions to Government, we offered to build on a plan subject to the approval of your Board. Since then six months have elapsed, without our having succeeded in submitting our plans and specifications. We think, however, that this is of less consequence, as we believe that our own experience and knowledge of the wants and requirements of a Lunatic Asylum enable us to construct such a building as will, when completed, meet with your entire approval. We flatter ourselves, that in its internal arrangements—in its system of thorough ventilation, heating and drainage—it will command the same praise which you have been pleased to bestow upon our corresponding arrangements in the older building.

In the meanwhile, the works have been vigorously carried on by the Contractors, Messrs. Hatch & Sons. The Female Department and the offices have been covered and closed in; the floors, partitions, and other internal arrangements are being rapidly completed, and we have reason to believe, that, early in April, we will be prepared to receive ninety patients in this section of the building.

We have had the honor to forward to your Secretary the usual annual statement of the condition of the Patients under our care, and a table of the admissions, discharges and deaths during the year. It must have been as gratifying to your Board as it has been to us to observe, that, notwithstanding the overcrowded state of the female wards, the health of the patients has been excellent, and that in no way have their comforts and amusements been curtailed or interfered with.

The undue pressure upon our female wards has been unavoidable. We have met this pressure, by devoting to their use two separate buildings—one of which was intended for the exclusive use of private patients, and the other has been used as a dwelling by some of our artisans and their families.

We fully agree with your Board on the evils of overcrowding; these evils, however, can be lessened, if not entirely removed, by that strict attention to the order and cleanliness, and the perfect system of ventilation in the Quebec Lunatic Asylum, which your Board has had occasion so frequently to commend in your Annual Reports.

We also most fully agree with your Board, in the admission of the far greater evils to which female lunatics are exposed, when refused or delayed admission into an Asylum, even when already overcrowded. These evils have been most graphically portrayed, (page 7 of the printed report of your Board for 1863,) and are incontrovertible.

Doctor Carellier continues to perform his duties as House Surgeon with zeal and diligence. Your Board will regret with us the loss of the valuable services of Mr. and Mrs. Wakeham, who have devoted themselves to the care and management of a private Asylum, for which their long experience and their intelligence so eminently qualify them. We have secured the services of Mr. and Mrs. Vincelette, as Warden and Matron, and have reason to believe that experience will enable them to fulfil their arduous and important duties to our entire satisfaction, and to the maintenance of the comfort and welfare of the patients.

The occupations of the patients continue as heretofore. In addition to the weekly balls, another evening has been devoted to entertainments of various kinds.

We have added largely to the Library, during the past year, by the importation of a quantity of popular books from England and the United States.

We are indebted to the proprietors of the *Morning Chronicle, Canadien, Quebec Gazette, Mercury,* and *Sherbrooke Freeman,* for the gift of their respective papers—an example of liberality and kindness which we most heartily commend to others.

We are so convinced of the beneficial effects of out-door work on the bodily and mental condition of the male patients, that we have obtained possession of fifty acres of land adjoining that already occupied by the Quebec Lunatic Asylum, making a total of 220 acres in a high state of cultivation.

We have the honor to be,  
Gentlemen,  
Your obedient servants,

J. DOUGLAS,  
J. E. J. LANDRY.

To the Board of Inspectors of Prisons, Asylums, &c.

STATISTICS of the Patients in the Quebec Lunatic Asylum during the year 1864, viz.:—

|              | Patients remaining January 1, 1864 | Admitted during the year. | Average number of Patients during 1864. | Died. | Discharged. |           |             | Average stay of Patients discharged or died during 1864. | Number of those who having entered before 1864 still remain in the Asylum. |
|--------------|------------------------------------|---------------------------|-----------------------------------------|-------|-------------|-----------|-------------|----------------------------------------------------------|----------------------------------------------------------------------------|
|              |                                    |                           |                                         |       | Cured.      | Improved. | Unimproved. |                                                          |                                                                            |
| Males.....   | 223                                | 71                        | 229 5                                   | 26    | 15          | 7         | 6           | 2 171                                                    | 183                                                                        |
| Females..... | 279                                | 34                        | 299 5                                   | 23    | 15          | 6         | 3           | 2 75                                                     | 248                                                                        |
| Total.....   | 502                                | 155                       | 529                                     | 49    | 30          | 13        | 9           | 2 123                                                    | 431                                                                        |

J. DOUGLAS,  
J. E. J. LANDRY.

January 13, 1865.

## ANNUAL REPORT

OF THE

## PROVINCIAL LUNATIC ASYLUM

AT ST. JOHNS, C.E., FOR 1864.

PROVINCIAL LUNATIC ASYLUM,  
St. Johns, C. E., December 31, 1864.

*To the Inspectors of Asylums and Prisons of Canada.*

GENTLEMEN,—I have the honor to report to you, for the information of His Excellency the Governor General in Council, the affairs of the Provincial Lunatic Asylum for Lower Canada, for the year terminating December 31, 1864. And if the number of recoveries have been less, amongst my patients, and my expenses greater than I could wish I do not attribute it any want of caution on my part, but to circumstances over which I had no control, circumstances so well known to you, and so often represented by myself, that I feel it would be superfluous to recapitulate them, but I have every hope, yea, confidence, that at the approaching session of Parliament something will be recommended by His Excellency's advisers which will ultimately remove these circumstances to which I allude. It is, however, satisfactory that notwithstanding that I have erected a new building at \$296.12 expense, and spent \$84.91 upon repairs and improvements, and a blacksmith's shop at \$85.31 expense, yet my expenditure for 1864 has been \$955.93 less than for 1863.

## RESPECTING PATIENTS DURING THE YEAR 1864.

General health good. On the 31st of December, 1863, there were remaining in the Asylum, 61 patients—males, 31; females, 30. Since then there has been admitted 15, making a total for the year, 76. Of these, there have died 4, and recovered 8; leaving 64 patients in the Asylum at the close of the year 1864, viz: 32 males and 32 females. Only two of those now in the Asylum pay anything towards their support—one paying \$100 a year, the other \$120. Of the 4 that have died, there were 2 males and 2 females.

*Case 96.*—A poor little deaf and dumb boy, aged 13, died of pneumonia (inflammation of the lungs).

*Case 106.*—Female epileptic idiot, died from the severity of her fits.

*Case 95.*—Male aged 14, deaf and dumb epileptic idiot, died from severity of his fits.

*Case 77.*—Female aged 35, died of pulmonary consumption. She had recovered from her lunacy three months before she died, but as she had no friends to take charge of her, I did not discharge her, knowing she must soon die.

## TREATMENT OF THE INSANE.

As the question is frequently asked by friends and visitors, "What is the treatment patients receive in the Asylum?" I think it well to make the following remarks:—

The treatment is the same as that recommended by Connolly, (the best writer on Lunacy and the conducting of Lunatic Asylums,) viz.: *The Non-Restraint System*. In fact, I have no means of restraining them in the Asylum. The whole treatment, conse-

quently, consists in kindness. I am frequently asked, "Doctor, what medicine do you give to such a man? Do you bleed him often? Or do you blister him? I had him bled and blistered two or three times before I brought him in." My answer is, "No lunatic is bled or blistered, or physicked, because he is a lunatic; he is treated like any other man, doctored when he is sick, and then only." One thing we are always certain of in every case of lunacy, that is, that it is devitalization; consequently, I give the best eating and drinking, the best clothing and comfort to my patients, as the most important means to be used towards their recovery.

#### IMPROVEMENTS.

I boarded the men's yard, which is 80 by 56 feet. This enabled the men to be out more frequently than they otherwise could; besides, it kept their clothes clean, as many of those creatures would just as soon lie down in the mud as anywhere else.

I made a kind of temporary ventilator in the Asylum, by running a shaft 12 inches square the whole length of the upper floor of the building, passed an upright shaft from that out through the top of the roof, and put a sheet-iron ventilator on the top that turns round with the wind. Into the main shaft I ran ten-inch shafts from all the rooms and passages. The efficacy of the arrangement is not only shewn by the absence of bad smells in the Asylum, when in inclement weather the windows have to be kept closed, but from the fact that an abundance of foul air is to be found coming through the ventilator on the top of the building. I had a wood-shed erected against the fence, 105 x 11 feet long. One end I closed in for a temporary lumber-room, the other end for a blacksmith's forge. The erecting of this forge cost me \$9.50, the moveables \$75.81. One of the men in my employment is a blacksmith, so I expect to save much by establishing a forge. Blacksmiths' and carpenters' jobs never cease, anymore than shoemakers' and tailors'.

During the past year I erected a small wooden building 24 by 15 feet and 12 feet high, lined it with brick and plastered it. The whole expense was \$296.12. The lower part is my clerk's and my own office, the upper part is the matron's store room and work room for her girls. This change in addition to giving me a little more room and comfort than I had has given me additional room for my female attendants, which was badly wanting, and has enabled me to concentrate the work of my employés by giving the room that I formerly occupied as an office to my shoemaker and tailor.

#### MANAGEMENT OF LIVE STOCK.

I have a horse, five milch cows and a heifer that I reared myself. Their pasturage for the summer season cost me \$52, but I cut from the pasture 500 bundles of hay, which at the time was selling at eight dollars a hundred, this left my pasturage for the summer at \$12. From these cows I received during the year 1864, 2,687 gallons of milk.

*Pigs.*—In the fall of the year 1864, I killed four pigs which gave me 1,198 lbs. of pork. It was then selling at 10 cents per lb., which makes the value of my pigs \$119.80. But the first cost of the pigs was \$16, the peas on which I fattened them for the last two months \$14.40, total cost \$30.40. Left me a clear profit on the pigs of \$89.40. I have two more pigs now on peas to kill at the end of this month, and four small ones that cost me \$16 and will cost me no more till next November, when I will put them upon peas, up to that time the offal of the establishment will feed them.

*Hens.*—These have cost me 17 bushels of buckwheat and three and a half bushels of oats in the year, but they have given me 87 dozen of eggs.

#### THE GARDEN.

The two small plots of ground is hardly deserving of the name. It cost me, however, during the year, \$17.82, but I received from it the following:—

Beans, 25 gallons; lettuce, 462 heads; onions, 120 bunches; carrots 542 single; melons, 36; cucumbers, 58; tomatos, 20 gallons, corn, 668 heads; celery, 89 heads cabbage, 1,517 heads, some of which weighed 22 lbs., average weight 12 lbs.

This little garden has paid me well, but nothing pays me so well as the cabbage, and if the general health of my patients has been good—no itch, no scurvy, no epidemic—I attribute it in a great degree not only to good ventilation, good clothing and good feeding in general, but also to the quantity of vegetables which I usually give them.



During the year the cook has made from refuse grease two barrels of soft soap, and the storeman and cook have made 1,517 lbs. of hard soap. Not only is this a great saving, but the soap made in the Institution is preferred by the laundry women to the best English soap.

You will find attached a copy of a circular received from the Provincial Auditor with the answers, shewing the expenditure for the year, which I presume, like last year, will also answer instead of a list of property.

I cannot conclude without expressing my entire satisfaction with my staff and attendants. I must particularize my matron and clerk. The work of the former of course is never done. Her whole time is faithfully given to her duties, she is in fact an invaluable matron. The latter, yourselves have been pleased to compliment on the state of his books. He does the duties imposed on him well, and I regret it is not in my power to give him better remuneration. When I appointed him, under the late Administration, he was called upon once every quarter to make up the books. Under the present system he is obliged to do this work once a month; I beg, therefore that you will recommend to His Excellency that I may be authorized to double his salary.

Before concluding I would beg to return my most sincere thanks to those members of the press who have honored me with a visit, and to all who, from time to time, have kept the state of the Asylum before the public and urged upon His Excellency the Governor General the necessity for more suitable accommodations.

I thank you, gentlemen, for the gentlemanly and confiding manner in which you have invariably acted towards me, as well as for your valuable advice and assistance during the past year.

I am, gentlemen,

Your humble Servant,

HENRY HOWARD,  
Medical Superintendent, P. L. A.

STATEMENT of the affairs of the Provincial Lunatic Asylum, L. C., at St. Johns, for the year ending 31st December, 1864.

| ASSETS.                                                                                                                                               |       | \$    | cts. | \$    | cts.     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-------|------|-------|----------|
| Value of furniture including stoves, stove-pipes, bedsteads, delf, kitchen utensils, &c.....                                                          |       | 1584  | 00   |       |          |
| Value of other assets, including live stock, provisions, bedding, clothing, feed and fodder, farming utensils, general tools, goods in store, &c..... |       | 3655  | 00   |       |          |
|                                                                                                                                                       |       |       |      |       | 5239 00  |
| INCOME.                                                                                                                                               |       |       |      |       |          |
| Received from Government:—                                                                                                                            |       |       |      |       |          |
| Cash in hands, 1st January, 1864.....                                                                                                                 |       | 91    | 29   |       |          |
| Warrant.....                                                                                                                                          |       | 10392 | 56   |       |          |
| Letter of credit.....                                                                                                                                 |       | 3500  | 00   |       |          |
| Pay lists.....                                                                                                                                        |       | 1320  | 00   |       |          |
| Received as payments by inmates or their friends.....                                                                                                 |       | 239   | 00   |       |          |
| Received as proceeds of labor of inmates.....                                                                                                         |       | 54    | 83   |       |          |
| Other income.....                                                                                                                                     |       | 82    | 08   |       |          |
|                                                                                                                                                       |       |       |      |       | 15709 76 |
| EXPENDITURE.                                                                                                                                          |       |       |      |       |          |
| Purchase of new buildings, furniture and fittings.....                                                                                                |       | 601   | 39   |       |          |
| Rents, taxes, repairs, insurance.....                                                                                                                 |       | 624   | 01   |       |          |
| Salaries, other than to medical men.....                                                                                                              |       | 2822  | 50   |       |          |
| Salaries and fees of medical men.....                                                                                                                 |       | 1200  | 00   |       |          |
| Medicines and medical comforts, including beer, wine and spirits.....                                                                                 |       | 728   | 43   |       |          |
| Food for inmates.....                                                                                                                                 |       | 3687  | 17   |       |          |
| Clothing.....                                                                                                                                         |       | 508   | 51   |       |          |
| Other expenditure, including feed and fodder, bedding, fuel, light, &c.....                                                                           |       | 3157  | 24   |       |          |
|                                                                                                                                                       |       |       |      | 13329 | 25       |
| Deposits in favor of Receiver General.....                                                                                                            | 379   | 85    |      |       |          |
| Balance in cash.....                                                                                                                                  | 222   | 05    |      |       |          |
| Balance in Bank of Montreal.....                                                                                                                      | 1,778 | 60    |      |       |          |
|                                                                                                                                                       |       |       |      | 2380  | 51       |
|                                                                                                                                                       |       |       |      |       | 15709 76 |

W. A. MARCHAND, Book-keeper.

ANNUAL REPORT  
OF THE  
PROVINCIAL LUNATIC ASYLUM,  
TORONTO, FOR 1864.

*To the Inspectors of Asylums, &c., of Canada.*

GENTLEMEN,—I have the honor of presenting to your Board, in accordance with the provisions of the statute relating thereto, the Annual Report of the Provincial Lunatic Asylum at Toronto, for the year 1864, being the 24th of the existence of the Institution; and in doing so I would express my sincere acknowledgment to our Heavenly Father for the continuance of His blessings to the Institution.

The number of patients remaining in the chief Asylum and the University branch on the 1st January, 1864, was as follows:—

|                                                             | Men. | Women. | Total. |
|-------------------------------------------------------------|------|--------|--------|
| In the Chief Asylum.....                                    | 198  | 182    | 380    |
| In the University Branch.....                               | 5    | 73     | 78     |
| Total.....                                                  | 203  | 255    | 458    |
| The admissions in 1864 have been.....                       | 66   | 70     | 136    |
| Total under treatment.....                                  | 269  | 325    | 594    |
| The discharges have been.....                               | 38   | 38     | 76     |
| “ Elopements .. .. .                                        | 1    | 0      | 1      |
| “ Deaths.....                                               | 10   | 25     | 35     |
| “ Transfers to Orillia.....                                 | 4    | 6      | 10     |
|                                                             | 53   | 69     | 122    |
| Leaving in on the 1st January, 1865.....                    | 216  | 256    | 472    |
| Of the above patients there are in the Chief<br>Asylum..... | 211  | 185    | 396    |
| In the University Branch.....                               | 5    | 71     | 76     |
|                                                             | 216  | 256    | 472    |

An increase of 14 in the aggregate of patients in the two houses has taken place during the year. This increase exceeds by eight the number recommended by your Board in 1863.

The total admissions from the first opening of the Asylum, in 1841, have been 3114, viz:—

|                               |      |   |      |
|-------------------------------|------|---|------|
| Married men and widowers..... | 731  | } | 1646 |
| Single men.....               | 915  |   |      |
| Married women and widows..... | 950  | } | 1468 |
| Single women.....             | 518  |   |      |
| Total.....                    | 3114 |   |      |

|                                                | Men. | Women. | Total. |
|------------------------------------------------|------|--------|--------|
| The total discharges have been.....            | 911  | 745    | 1656   |
| “ “ Deaths.....                                | 329  | 285    | 614    |
| “ “ Elopements.....                            | 29   | 9      | 38     |
| Were assigned to Malden in 1861.....           | 108  | 91     | 199    |
| “ written-off to Orillia, 1st January, 1864... | 49   | 76     | 125    |
| “ transferred to do May, 1864.....             | 4    | 6      | 10     |
| Remain in Chief Asylum.....                    | 211  | 185    | 396    |
| “ “ University Branch.....                     | 5    | 71     | 76     |
| Total.....                                     | 1646 | 1468   | 3114   |

Both the Chief Asylum and the University Branch are now dangerously crowded. The cubic sleeping space of the patients is very much below the proper average, even under perfect ventilation; but under our defective system, it is certainly far too limited for the requirements of sanitary safety, and though the results may not manifest themselves in that striking form which is always required to arrest public attention, they are manifest enough to those whose opportunities of observance enable them to offer an opinion with fair pretensions to accuracy. Whatever amount of argument may be employed for the purpose of shewing that density of population, either in this house or any other, has been co-ordinate with better health than the contrary condition, no member of the medical profession, possessed of a legitimate degree of knowledge of animal functions, and bodily hygiene will venture to accord his assent to so absurd a conclusion. It is my firm conviction that both the insane and the sane inmates of this Asylum, are suffering from its overcrowded state, and that the standard of general health is thereby seriously impaired. I might appeal to the death list of the past year in proof of this opinion; but I do not think it necessary to fortify my declaration of professional opinion by such evidence. We require not to adduce Asylum statistics in corroboration of the dictates of common sense, or of convictions based upon long continued and close observation, neither do I hold it safe to appeal to the statistics of any particular year, or of any other limited period to establish a reliable decision. The statistics of mortality in a limited field, and for a limited period, may be capriciously variable, or at least they may to those who are not intimate with all the facts which may be available for reconciliation of differences, appear to be so, or by those who have to support a foregone conclusion, they may appear entirely ignored; but no accumulation nor any arrangement of figures can ever nullify the fact that vitiated air is detrimental to bodily health—that air breathed over and over again many times in the course of the same night must act poisonously and lay the foundation of fatal disease, and abbreviate the duration of life.

The admissions in the past year have been only 136, against 168 in 1863, 177 in 1862, and 204 in 1861. This progressive decrease is ascribable to two causes: 1st., the separation of seven Western Counties from the Toronto Asylum, and their assignment to the Malden Asylum, which took place in October of 1861. Secondly, want of accommodation in the Toronto Asylum for all cases on behalf of which applications have been made, notwithstanding the fact that the number of beds has, by unsafe crowding, been already increased to the extent of 58, beyond the number occupied two years ago.

I am now utterly at a loss to see what further measures can be taken, to meet with our present means of lodgment, the numerous applications which are pouring in from all parts. I have so long, so often, and so fruitlessly urged the completion of the Toronto Asylum, as well with reference to increased means of accommodation, as to the even more important matter of improved means of classification, that I dread to renew my recommendation on this head, lest my pertinacity might be regarded as indicative of mental infirmity. It must be useless to reiterate the arguments which I have embodied in a multitude of annual and quarterly reports; and I have nothing additional, on this occasion, to offer. I apprehend, however, that before another year shall have passed away, the voice of an angry community will have made itself audible, and that the expediency of carrying into effect my long unheeded suggestions, will become convincing.

The receiving capacity of the Toronto Asylum, promptly to meet all the legitimate requirements of incident insanity, within its district, should not be less than for 150 new patients annually. I do not think, that for the year now commenced, we shall be able to

find vacant beds for more than half this number, if, indeed, for so many. What is to become of the residue?

I am very doubtful, whether the system of creation of Branch Asylums, for incurables, can be further extended. These institutions, in the buildings now used for them, or in any others similar, cannot receive patients of all sorts; the violent, dangerous, clamorous, and a multitude of others, are quite unsuited to them, though it would be unspeakably to the relief of the Chief Asylum, that such patients could be removed to the Branches. The fact, on the contrary, has been, that the worst classes of patients have been left in the Chief Asylum, and have now accumulated to an extent which renders its condition far worse than it would have been, had no Branch Asylums been instituted. It could only have been filled up, to a certain limit, and that limit could not have exceeded the present.

It is with great difficulty I am now able to select, even small detachments, for transfer, either to Orillia, or the University Branch; and in both these are at present patients, despite of all my care in selection, who are unfit for them.

Were an additional Branch Asylum to be now instituted, it would require to be constructed for the special purpose, with all the means of security of life, safety against fire and other casualties, and arrangements for proper classification, which this Asylum has, or should have. This opinion is based on mature consideration, and a close intimacy with all the facts, which should be taken into account, in the discussion of the question. It is, therefore, my belief, that the first measure of relief should be the building of the two wings of the Asylum; not, indeed, that this work can be completed in time to meet the public wants; but this is not my fault. I have always drawn attention to the fact, that at least two years would be required to build the wings. I doubt if they can be completed for the reception of patients in less than three. Before the expiration of this period, the additional beds which they will contain, will not be sufficient for the accumulated applicants waiting for them; and one half, or perhaps, three-fourths, of these waiters, will have become incurable, by waiting.

This is always the result of that sort of public economy, which procrastinates its measures of relief, until the account has to be settled with compound interest; and of all usurious creditors, Insanity is the most exorbitant. In another part of this Report will be found some figures relating to discharges, which must surely convince, even the most obtuse, of the great importance of early treatment, and of the evil results of the neglect of it. Of 191 patients discharged in the last 3 years, the duration of insanity, before admission, was not longer than three months in 136, or 71 per cent of all discharged. In 28 others, it had been from 3 to 6 months in duration; the two classes thus making 86 per cent of all the discharges in the 3 years referred to. Only 27 whose insanity exceeded in duration 6 months, before admission, have been discharged. Two facts become, from the preceding figures, insuppressibly evident:—*First*. The admission of chronic cases is equivalent to the granting of a very costly life-support to the admitted. *Secondly*.—The exclusion of acute cases, consequent on the permanent taking up of beds by chronic ones, is equivalent to the conversion of such acute cases into incurables, to at least the extent of 86 in every 100.

Now, when a certain limited amount of money is made available for a certain purpose, it should be applied, as far as it will go, to that purpose, and to no other; and it should be applied so as to benefit the greatest possible number. To benefit the greatest possible number of the insane, we must stand prepared to offer them Asylum treatment as promptly as possible after the appearance of insanity. It may be, indeed, that many cases, thus promptly received, will not recover; for incurability of insanity results from other causes besides neglect of early treatment; but we have good reason to believe that early treatment offers the best—very far the best—chance for recovery; and it will be found elsewhere shewn, that 75 per cent of all discharged from this Asylum from 1st July, 1853, covering the period of my incumbency, were under treatment less than one year, viz.: about 26½ less than 3 months; 23½ less than 6 months; 16½ less than 9 months; and 8½ less than 12 months. These discharged patients vacated 644 beds, and enabled me to take in 644 new cases. A like number of old chronic cases admitted, would be found to vacate beds only as they are removed to the grave; and under a system of management which will, from inability to give prompt admission to every new case of insanity, convert every case into incurable, death will become the sole creator of vacancies.

Until additional asylum lodgement shall have been secured, no chronic case should be admitted into this Asylum.

The opinion is very often expressed by persons visiting this Asylum, that insanity is rapidly on the increase; for they remember the time when there were scarcely any lunatics in Canada, and if they chance to be natives of the Old Country, they assert that insanity must be more common in America than there. It is very probable the opinion expressed by these people is of recent inspiration. The majority have never before been inside an Asylum, and, certainly, when they see here 400 insane persons under one roof, the extent of the disease assumes, to them, new and very enlarged magnitude; but they are equally ignorant of its extent in their native country, as in this; and when enlightened on the matter, by appeal to facts and figures, they seem to wonder how such things could have been, and yet unknown to them.

The following summary of the national origins of nearly 1000 patients, admitted into this Asylum, in the last six years, may serve to correct the false impressions which many persons have on the subject under consideration:—

NATIVITIES of 995 patients admitted in six years from 1859 to 1864 inclusive.

|              | Ireland. | Canada. | Scotland. | England. | U. States. | All others. | Total.       |
|--------------|----------|---------|-----------|----------|------------|-------------|--------------|
| 1859         | 51       | 23      | 21        | 16       | 9          | 5           | 125          |
| 1860         | 64       | 38      | 34        | 32       | 9          | 8           | 185          |
| 1861         | 79       | 55      | 24        | 25       | 11         | 10          | 204          |
| 1862         | 56       | 61      | 24        | 29       | 2          | 5           | 177          |
| 1863         | 53       | 54      | 22        | 24       | 6          | 9           | 168          |
| 1864         | 50       | 35      | 24        | 17       | 6          | 4           | 136          |
|              | 353      | 266     | 149       | 143      | 43         | 41          | 995          |
| per cent.... | 35 49    | 26 73   | 14 97     | 14 37    | 4 32       | 4 12        | in 995       |
| do do ...    | 13 70    | 64 70   | 7 07      | 8 18     | .....      | .....       | in 1,396,091 |

The lowest line shews the relative per centage of the four chief nationalities in the whole population of the Province, which according to the census of 1860-61, was 1,396,091, the following being the actual numbers, viz.:—

|                     |           |
|---------------------|-----------|
| Of Irish birth..... | 191,231   |
| “ English “ .....   | 114,290   |
| “ Scotch “ .....    | 98,792    |
|                     | 404,313   |
| “ Canadian “ .....  | 902,879   |
|                     | 1,307,192 |
| “ All other “ ..... | 88,899    |
|                     | 1,396,091 |

The table of nativities of the patients admitted in the last six years, shews that the three nationalities, Irish, English and Scotch, with an aggregate of 404,313, in the population of the Province, have sent in 645 patients, whilst the Canadian nationality, amounting to 902,879, has sent in only 266; in other words a part of the provincial population equal to 29 per cent. has contributed to the Asylum population nearly 67 per cent., whilst another part, the native Canadian, equal to nearly 65 per cent. in the provincial population, has contributed only about 27 per cent. to the Asylum population. If the native Canadian population sent in patients in the same proportion as the Irish, English and Scotch together, they would have furnished 1141 instead of 266. But taking into consideration the fact that the population of foreign birth is almost altogether, or nearly, of adult age, and that the native Canadian includes those under adult age, the proportion of

which is about 40 per cent. in the whole population, we should find that the fair proportion of asylum admissions for native Canadians would be 865, whereas they have sent in only 30 per cent of this number, or, in other words, the Irish, English and Scotch nationalities sent in the proportion of ten to three as compared with the native Canadians. The disproportion would be still greater, comparing the native Canadian with the Irish. The contributions of the latter, from given equal numbers, being over four to one.

I have assumed the age of 15 as that at which lunacy commences to manifest itself. There is only one patient in the Asylum under that age.

I cannot, on inspection of the preceding figures, see the justice of the remark so often made by persons ignorant of them, that insanity is more prevalent in Canada than in the Mother Country; indeed, its utter fallacy seems to me to be obvious.

No fact appears more prominent in the Statistics of Insanity, than that relating to the period of life in which its numerical incidence is greatest. The Tables of all Asylums, and in every year, concur in the exhibition of this fact.

AGES OF 304 PATIENTS ADMITTED IN 1863 AND 1864.

|           | Under 20 years. | 20 to 30 | 30 to 40 | Over 40 | Total. |
|-----------|-----------------|----------|----------|---------|--------|
| 1863..... | 9               | 51       | 66       | 42      | 168    |
| 1864..... | 10              | 40       | 43       | 43      | 136    |
|           | 19              | 91       | 109      | 85      | 304    |

In the above two years, 200 patients out of 304 admitted, were between the ages of 20 and 40. The period from 30 to 40 years of age, appears above to be that most liable to insanity; but it is even more so than it appears. According to the last census, the number of persons in Upper Canada between 20 and 30 years of age, was 246,548; and of those between 30 and 40, it was 158,187. The latter smaller number has furnished 109 cases, whilst the former greater has given only 91. Had the period from 20 to 30 equalled, in rate of production, that from 30 to 40, its due proportion would have been 170, instead of 91. The latter period is, therefore, proportionably more prolific in insanity than the former, in a given equal number of each, by 87½ per cent.

The civil state of the 136 patients admitted in 1864, was, as follows:—

|                   | Men. | Women. | Totals. |
|-------------------|------|--------|---------|
| Married . . . . . | 30   | 51     | 81      |
| Single . . . . .  | 36   | 19     | 55      |
|                   | 66   | 70     | 136     |

The civil state of 8,114 patients admitted since the opening of the Asylum in 1841, has been as follows:—

|                   | Men. | Women. | Totals. |
|-------------------|------|--------|---------|
| Married . . . . . | 731  | 950    | 1681    |
| Single . . . . .  | 915  | 518    | 1433    |
|                   | 1646 | 1468   | 3114    |

NOTE.—Under the head of “married,” are included widowed.

As in the early years of the institution female patients were not sent in so numerously as of later years, an undue preponderance of male cases appears in the above figures, which might lead to the erroneous belief that females are less liable to insanity than males. This, however, is not the fact; for in the last 11½ years, the female admissions have exceeded those of males by about 6 per cent.

In several former reports I have drawn attention to apparent disparities, between the numbers exhibited in the tables shewing the civil state of patients admitted. The excess of single over married men, and the excess of married over single women appears to be great. On referring, however, to the last census, we find that between the ages of 30 and 40, which is the period most prolific of insanity, there were in the Provincial population:

|              | Men.    | Women.  | Totals. |
|--------------|---------|---------|---------|
| Married..... | 113,653 | 133,544 | 247,197 |
| Single.....  | 144,011 | 58,254  | 202,265 |
|              | 257,664 | 191,798 | 449,462 |

The table of civil state of all the patients, 3114, admitted into the Asylum, shows the corresponding numbers to be :—

|              | Men. | Women. | Totals. |
|--------------|------|--------|---------|
| Married..... | 731  | 950    | 1681    |
| Single.....  | 915  | 518    | 1433    |
|              | 1646 | 1468   | 3114    |

The real disproportion between married and single men is not great, but instead of being against the single men, it is slightly in their favor; for their number, at the same rate as the married men, would be 931. The married women, as compared with the married men, are considerably in excess; their proportional number would be 860, instead of 950. The single women, as compared with single men, are in excess; their actual number being 518, whilst their proportional number would be 368.

The next head of statistical importance, that of Religion, will be found to exhibit equally interesting facts as the preceding, and probably no less instructive. The total admissions, according to religious classification, have been as follows :—

| ENGLISH CHURCH. | CH. ROME. | PRESBYTERIANS. | METHODISTS. | ALL OTHERS. |                              |
|-----------------|-----------|----------------|-------------|-------------|------------------------------|
| 503             | 334       | 287            | 142         | 116         | Prior to 1st July, '53. 1382 |
| 474             | 412       | 422            | 271         | 153         | Since 1st July, '53...1732   |
| 977             | 746       | 709            | 413         | 269         |                              |
| 31.37           | 23.96     | 22.77          | 13.26       | 8.64        | Per cent in..... 3114        |

According to the last census, the numbers belonging to the above religious heads are as follows :—

| English Church,                                                                | Church of Rome. | Presbyterians. | Methodists. | All others. | Total.  |
|--------------------------------------------------------------------------------|-----------------|----------------|-------------|-------------|---------|
| 311565                                                                         | 258141          | 303384         | 341569      | 181432      | 1396091 |
| The above numbers are equal to per cent                                        |                 |                |             |             |         |
| 22 30                                                                          | 18 49           | 21 73          | 24 48       | 13 00       | .....   |
| In Provincial population, and have been represented in the Asylum by per cent. |                 |                |             |             |         |
| 31 37                                                                          | 23 96           | 22 77          | 13 26       | 8 64        | .....   |

I am apprehensive that the Church of England's proportion appears higher than it really was, as in a portion of the Asylum Register, in the early years of the Institution, numerous patients stand registered as Protestants, though I have reason to believe that a number, not inconsiderable, of these were Presbyterians, judging from their names and nationality, that is *Scotch*; and if this confusion took place in the Scotch Presbyterians no doubt it did so also in the Irish Presbyterians. The Church of England per centage is by our figures made to appear too high, and that of the Presbyterians correspondingly too low. I am supported in this conclusion by the relative per centages which have been manifested since my entrance into the Asylum, during which period the records have been kept with more precision. Of 1,732 patients admitted by me in the last eleven and a half years, the following are the numbers furnished by the respective religious classes, and the per centage in which they stand in the total, 1,732, are marked beneath, viz. :—

| English Church. | Church of Rome. | Presbyterians. | Methodist. | All others. | Total. |
|-----------------|-----------------|----------------|------------|-------------|--------|
| 474             | 412             | 422            | 271        | 153         | 1732   |
| 27 36           | 23 79           | 24 37          | 15 65      | 8 83        | .....  |

Taking the several numbers shewn by the census of 1860-61, as the standard of calculation, and dividing them by the Asylum numbers constituting the above aggregate of

1732, it will then appear that the rate of insanity for the several denominations has for the last eleven and a half years been as follows, viz:—

|                                           |      |                  |
|-------------------------------------------|------|------------------|
| Church of Rome one lunatic for every..... | 626  | of their number. |
| English Church “ “ “ .....                | 657  | “ “              |
| Presbyterian “ “ “ .....                  | 719  | “ “              |
| Methodists “ “ “ .....                    | 1260 | “ “              |
| All others “ “ “ .....                    | 1185 | “ “              |

Or in other terms:—

|                                                    |       |
|----------------------------------------------------|-------|
| Roman Catholic Church, annually, one in every..... | 7219  |
| English Church “ “ “ .....                         | 7555  |
| Presbyterian “ “ “ .....                           | 8219  |
| Methodist “ “ “ .....                              | 14490 |
| All others “ “ “ .....                             | 13627 |

Of the total patients admitted, 3114, the following has been the disposal:—

|                            |      |
|----------------------------|------|
| Remain at Toronto.....     | 472  |
| “ Malden.....              | 171  |
| “ Orillia.....             | 119  |
| Total remaining.....       | 762  |
| Died at Toronto.....       | 600  |
| “ Malden.....              | 35   |
| “ Orillia.....             | 15   |
| Total died.....            | 650  |
| Discharged at Toronto..... | 1651 |
| “ Malden.....              | 4    |
| “ Orillia.....             | 7    |
| Total discharged.....      | 1662 |
| Eloped at Toronto.....     | 38   |
| “ Malden.....              | 2    |
| Total Eloped.....          | 40   |
| Total.....                 | 3114 |

The religious classification of the aggregate remaining in Toronto, Malden and Orillia, from the total admitted at Toronto, is as follows:—

|                                                                 | English Church. | Church of Rome. | Presbyterian. | Methodists. | All others. | Total. |
|-----------------------------------------------------------------|-----------------|-----------------|---------------|-------------|-------------|--------|
| Toronto.....                                                    | 137             | 130             | 98            | 61          | 46          | 472    |
| Malden.....                                                     | 42              | 65              | 31            | 15          | 18          | 171    |
| Orillia.....                                                    | 33              | 38              | 22            | 14          | 12          | 119    |
| Total.....                                                      | 212             | 233             | 151           | 90          | 76          | 762    |
| Per cent. of remain-<br>ing in on respec-<br>tive admissions... | 21 69           | 31 23           | 21 30         | 21 79       | 28 53       |        |

The per centage of patients remaining in on the respective numbers admitted, may be regarded as a fair exponent of respective incurability, especially as it will be found from the next table that the per centage of mortality has been almost equal in all the denominations.



The total deaths, 650, have been in the following religious proportions:—

|                                                        | English Church. | Church of Rome. | Presbyterian. | Methodist. | All others. | Total.           |
|--------------------------------------------------------|-----------------|-----------------|---------------|------------|-------------|------------------|
| Deaths.....                                            | 205             | 155             | 142           | 86         | 62          | 650              |
| Admissions.....                                        | 977             | 746             | 709           | 413        | 269         | 3114             |
| Percentage of mortality on admissions.....             | 20 98           | 20 77           | 20 17         | 20 82      | 23 00       |                  |
| Percentage of discharges on respective admissions..... | 57 33           | 48 00           | 57 39         | 57 39      | 48 75       | Elopers included |

The closeness of the rate of mortality in the various religious classes, is very striking; there must be a basis for this fact, of much interest. The period of time covered being 24 years, is hardly too limited to exclude generalization.

It is proper that I should here explain, that the Religious head, "All Others," in the preceding tables, has been made to include those patients whose religion was not stated in the medical certificates, or could not afterwards be ascertained; as well as a small number who were stated to be of "no religion," or "none in particular," and one or more who were called "infidels."

The various preceding figures, relating to the *Nationality, Civil State and Religion of Patients*, appear to me to involve some important facts, which can hardly fail to be of public interest.

It appears manifest, that if we have much, or an undue share, of insanity in Western Canada, it can by no means be said it is of home production. In this respect, as in our material products, we have been very large importers; for, about two-thirds of our Asylum inmates have been natives of the United Kingdom, and less than one-third of Canada and the United States. It certainly, then, approximates to swaggering, on the part of natives of the British Islands, when they reproach Canadians as a people much more subject to insanity than themselves; especially when we find that they contribute only about 29 per cent of the population. The Irish nationality contribute more largely than any other, to our Asylum population. Considering the social condition of this class; the discomfort in which so large a portion of them live; the various privations and exposures to which, from poverty, intemperance, and general disorderly habits they are subjected; their comparative ignorance and imprudence, with all the evils therefrom arising, we cannot be at all surprised, that the figures are as they stand. It would be miraculous, if they were otherwise. The remarks already made on the figures relating to the Civil State of patients, render further observation almost unnecessary. This element, like many others heretofore regarded as of considerable value in the causation of insanity, may have far less influence than has been supposed.

As regards Religion, in the causation of insanity, we can hardly believe, on carefully considering the tables relating to it, that it has much to do with it. It has, I believe, been a current opinion, that those of the Roman Catholic religion are more exempt from insanity than those of other denominations; but our figures show that, in Upper Canada, Roman Catholics have a larger rate of insanity than any other religious body; and next to them stand the people of the Church of England; after these, at a decent distance, come the Presbyterians; next, all sorts; and, strange to say, lowest of all stand the Methodists.

Now, I doubt not, all except the Methodists will be ready to affirm that Religion has nothing to do with insanity. They, however, may contend, and I honestly believe they may with perfect truth and justice do so, in the face of the figures now before them, that Religion—their Religion—has much to do with insanity; not, however, with its production, but with its prevention.

In my report for 1861, when speaking of the relation between insanity and religious excitement, I made use of the following words:—"To be just with religious epidemics, we should record, not alone the evil they seem to produce, but also that which they may pre-

vent. Insanity occasionally arises from these agencies; but has any one recorded the number of cases of the malady, which they may have prevented."

I believe the above passage was read by some persons with dissatisfaction, and by others with undue complacency. Those, however, who interpreted my words as intended to express approval of religious commotions, quite misunderstood my purpose. I had, in a previous passage, said that, "in common with all Asylum Physicians, I regarded their invasion with apprehension," and I shall always continue so to regard them. So, too, we regard the thunder-storm; yet, it vitalizes much more than *it kills*, and it leaves behind a purer atmosphere than it found. But, apart altogether from this part of the subject, let us consider the less objectionable features of Methodism, and we may discover in it, or in its professors, some things of material importance, in negative relation to insanity.

The Methodists of Upper Canada are, in the main, a temperate, orderly, prudent, and moderately-intelligent people; and they place a very salutary regard on the good opinion of their fellow-men. How rare is it ever to find one of their body before a police magistrate! Who ever sees them flocking to horse-races, to public executions, or other demoralizing assemblies? Who hears their loud voices, or sees their acts of violence, in taverns or in street brawls? Though they constitute one-fourth of all our population, we find they constitute only about one-tenth of that of our Provincial Penitentiary. Trace them throughout all their relations—social, civil and domestic,—and they will be found, in all, to involve a larger measure of mental and bodily conservatism, add, consequently, of protection against insanity, than any other class. Their only fault, as regards insanity, is the occasional evil results of their commotional epidemics. Let us balance the account, and give them fair credit in the footing. My own general conclusion from the whole of the preceding figures in this Report, is that Religion, *per se*, or any other purely mental agency, rarely, if ever, *causes* insanity; and it is my conviction, that all the labor and valuable time, which have been devoted to the recording and tabulating of such causes, has been worse than thrown away. *Figures, unbased on facts, are a homage for fools to hoard, or to circulate.* They never can lead to useful results, but to the very contrary. So long as we continue to furnish them, and to permit the public to be led astray by them, so long are we depositing more rubbish on the tomb of latent truth.

Were Asylum Physicians to be permitted to bestow on the care of their patients, on the administration of their institutions, on professional and congenious studies, and on their own bodily invigoration, that large percentage of their time which is devoted to a servile accumulation, and subsequent annual tabulation, of figures, which hardly anybody ever reads, and as few understand, whilst nobody in the world can educe one useful, practical conclusion from them, it would be a great blessing to them and to their patients. But this is a consummation not to be hoped for, so long as humbug survives, or so long as men will accept of show for substance, and figures for facts.

Dr. Jamieson, of the Aberdeen Royal Lunatic Asylum, in his Report for the year 1863, with perfect truth and candor, designates the present *improved* system of British Asylum Records, as "a mass of Registers, Returns, Reports, and Useless Statistics, *hostile to the advance of Mental Therapeutics*, as favoring the institution of mere clerkship and routine, in place of more enlightened care and medical treatment, especially in the larger District Pauper Asylums." He concludes his Report modestly, but sensibly, thus:—"It is believed" (that is, by all persons of common sense, understanding the subject,) "that the Board of Commissioners might be doing good to both lunatics and their guardians, by lessening the number of these expensive and comparatively unimportant volumes."

That Dr. Jamieson's suggestion may be properly attended to, every over-worked Asylum drudge earnestly prays, and every patient under his charge, and all the friends, may also pray. The advancement of Mental Therapeutics encounters hostility enough in other quarters, without that complained of by Dr. Jamieson.

I have, with all integrity of purpose, set about the compilation of the assigned causes of insanity, in the patients admitted in 1864; but, really, I can neither preserve my gravity, in the work, nor in my efforts to reduce the mass to any rational tabulation, can I make head or tail of the incongruous and meaningless mass,—meaningless beyond all controversy, as to "*the advance of Medical Therapeutics*," and meaningless in every other respect save one, that of disgusting hard work to the manipulator. As illustrative of this

matter, I give, just as they stand transcribed into the Register, from the Medical Certificates, the assigned exciting causes of the first 40 cases in the admissions:—

1, Religious impressions. 2, Anxiety to get on in the world. 3, Jealousy. 4, Several attacks of Erysipelas. 5, Onanism. 6, Not known. 7, None. 8, Masturbation. 9, Unknown. 10, Jealousy. 11, Religion. 12, Unknown. 13, Money matters. 14, Epilepsy. 15, Can't tell. 16, Loss of property. 17, Unknown. 18, Cerebral disease. 19, Sudden death of husband. 20, Intemperance. 21, Can't tell. 22, Pregnancy, (but not pregnant—J. W.) 23, None. 24, Can't tell. 25, None. 26, Mental anxiety, (general paralysis—J. W.) 27, Sudden death of husband. 28, Not known. 29, Not known. 30, Not known. 31, Not known. 32, Drinking to excess. 33, Blow on the head, (but recovered—J. W.) 34, Not known. 35, Puerperal. 36, Ill-treatment of husband. 37, Malaria. 38, Not known. 39, Religious melancholy—(!) 40, Intemperance. And the following select cases:—1, Depression of spirits. 2, Weak intellect. 3, Love disappointment, (but not really in love.) 4, Passion, (but not passionate—J. W.) 5, Ambition and pride.

Now, if any body would shew me what earthly good is to be elaborated from the attempt at classification and tabulation of the assigned causes in the preceding list, I would cheerfully set about the work; but I confess myself totally unable to see in what possible way it can "advance the science of "Medical Therapeutics," or in any other way benefit the insane. As regards a few of the assigned causes, such as epilepsy, intemperance, blows on the head, and parturition, no one doubts their efficiency; but what additional therapeutic or prophylactic knowledge are we to derive from their tabulation amidst a mass of rubbish, as unmeaning, as bewildering and as utterly fallacious as it is possible to conceive? I write too fast. I have much respect for the entries, "not known," "unknown," "can't tell," and even for the solitary one, "weak intellect." The first three lead to no error; the fourth underlies insanity to a very large extent. But what are we to do with "religious impressions," "anxiety to get on in the world," "jealousy," "religion," "money matters," "loss of property," "pregnancy," especially when it does not exist; "mental anxiety," "religious melancholy," &c., &c.?

Verily, some if not all these look so much like insanity itself that but for the honor of the paternity it might have been as well not to have called them into court.

Many of the assigned causes of insanity are indeed facts useful to be known, as a portion of the history or character of the cases, and as such I am always very thankful for them, but as to applying them to any purpose of statistical enlightenment, or as to the compilation of any tables in any way relating to them, whether as regards curability, or incurability, vitality or mortality, I am totally incompetent. Let us extend to them the charity of our silence.

The period of duration of insanity, as usually given in certificates of lunacy is highly unreliable. It is frequently found that cases stated to have been only of a few weeks, or even of a few days duration, are in reality but cases of recurrent and frequently of paroxysmal insanity, which the friends at last have decided no longer to keep at home, but which, so far as any rational prospect of recovery goes, they might as well still retain there. Again, the actual commencement of insanity is seldom perceived, or if perceived, very reluctantly believed by the friends. The period from which they reckon is that of final, unconcealable outburst. I have known many cases which have been of months, and even years, duration, thus represented as of quite recent occurrence. Perhaps in no cases does this fact occur more strikingly than in those of general paralysis. The early symptoms of disease are very rarely recognized, even by members of the medical profession; indeed, it is a well established fact, that a very considerable proportion of the profession do not know the disease at all, though only the most intelligent of them are willing to admit it.

The admissions of 1864 would, if the figures were reliable, rank very fair as to the previous duration of the insanity; but I am well aware the figures are largely unreliable.

The stated previous duration has been as follows:—

|                                    |    |
|------------------------------------|----|
| 3 months and under.....            | 72 |
| 3 to 12 months.....                | 28 |
| 1 year and over.....               | 21 |
| Unknown (all perhaps chronic)..... | 15 |

Total..... 136

The number of re-admissions in 1864 has been 22, viz.:-

|                     |    |
|---------------------|----|
| 2nd admissions..... | 15 |
| 3rd do .....        | 2  |
| 4th do .....        | 3  |
| 7th do .....        | 2  |
| Total.....          |    |
|                     | 22 |

In the above 22 re-admitted patients, the time from the last discharge to the present admission was as follows:—

|         |                        |
|---------|------------------------|
| 1 ..... | 9 days.                |
| 1 ..... | 21 "                   |
| 1 ..... | 4 months 22 "          |
| 1 ..... | 5 " 23 "               |
| 1 ..... | 6 " 26 "               |
| 1 ..... | 7 " "                  |
| 1 ..... | 9 " 24 "               |
| 2 ..... | between 1 and 2 years. |
| 6 ..... | " 2 " 3 "              |
| 1 ..... | " 4 " 5 "              |
| 1 ..... | " 5 " 6 "              |
| 1 ..... | " 6 " 7 "              |
| 2 ..... | " 9 " 10 "             |
| 1 ..... | " 10 " 11 "            |
| 1 ..... | " 12 " 13 "            |

22

The patient, in the above table, who was out only 9 days, was discharged with my full concurrence, after a period of long convalescence, and in an apparently perfect state of sanity. He went home with a bundle of the best resolutions, and left to me another of the best promises to be a good boy, and to adhere strictly to all my advice; which promise he kept in part, till over half-way home, and the remainder he entirely forgot within two days after. The result was, that in nine days from discharge, I again admitted him, as a furious, uproarious maniac, *vice* the pious, prudent, sensible man who had left me. The second case of short interval, is one of 4th admission; and I think it probable there will not be a fifth; for the friends now see that no reliance is to be placed on appearances. This patient, in the Asylum, moves and converses as a rational person; but a few days at home always upset the achieved improvement.

The remaining cases call for no special remarks.

The discharges in 1864 have amounted to 76, and there has been one successful elopement by a male patient, whom we have been totally unable to trace beyond the boundary wall, over which he passed.

The number of discharges has been equal in the sexes—38 of each, and are thus classified:—

DISCHARGES IN 1864.

|                 | Men. | Women. | Total. |
|-----------------|------|--------|--------|
| Recovered.....  | 31   | 32     | 63     |
| Improved.....   | 5    | 5      | 10     |
| Unimproved..... | 2    | 1      | 3      |
|                 | 38   | 38     | 76     |

Of the improved patients, one, a man, had been resident twelve years and four months. When I first became acquainted with him, his case was one of a most pitiable nature. He manifested an instinctive dread of every person approaching him, and it was five years before I could induce him to shake hands with me. Perseverance in gentle treatment finally transformed him into a new and happy being. He became confiding, affectionate, and in the intervals between his paroxysms, he was very rational; but, in the paroxysms, which, however, gradually mitigated, and became more distant and shorter, he still mani-

fested his *quondam* distrust. He was a wonderful reader. From the time at which his mental improvement commenced, he constantly kept in bed; and to this indulgence I mainly ascribed, not only his mental improvement, but the prolongation of his life. The equable temperature of his body, thus secured, seconded by generous diet, and a constant supply of wine, proved sustentative of vital power. His lungs were discovered to be tuberculous at an early period, and he had occasional attacks of hæmoptysis. His friends, finally believing his end was near, took him home, in a perfectly rational state. I might designate his condition as that of recovery, but for the tendency to paroxysmal recurrence, which I still believe to be present.

A second improved case, that of a female lypemaniac, only four months and eighteen days in, proceeded, as I afterwards learned, to a complete recovery at home. I was by no means sanguine in my hopes as to this result, had she remained in the Asylum. We are occasionally greatly puzzled in such cases, and know not what to advise. If the patient becomes worse at home, then the friends complain of our stupidity; if they become better, we do not hear any more of them; for not in one instance in five, do the friends go to the trouble of informing us of their progress, though we may have had a world of trouble and anxiety in bringing about the obtained improvement; and both for professional and humane reasons, we would be much gratified by even the briefest details. Such is human nature, as we largely experience it. Two improved cases of women were discharged, anticipative of child-birth; one of whom has since been re-admitted, not, it is to be trusted, this time in a state of pregnancy. The remainder of the improved cases were removed by friends, generally with my concurrence, being in a condition to warrant the belief that they would be manageable at home.

Of the unimproved cases, one, a man of 50 years, laboring under a very intense form of mania, was taken out by his wife, three months and twenty-four days after first admission, in utter disregard of all advice. Her reason for the step seemed to be, that he had not recovered. It is a very common error with the friends of the insane, (and which I am sorry to say, is very often the result of promises of speedy recovery, sponsorially made by the attending physicians on our behalf,) to expect that the disease will, as a matter of course, recede, as soon as the patients reach the Asylum. It is not difficult to understand how great must be the disappointment of such persons, when they find, that so far from improving, the disease has become constantly worse; they reason as the bulk of the world do, *post hoc, propter hoc*. The patients become worse *after* entering the Asylum; therefore, they have become worse *because* they entered it. If medical gentlemen, who, on our behalf, make pleasing promises to the friends, and supply us gratuitously with their *prognosis* of the malady, would, at the same time, furnish us with an accurate diagnosis, they would confer on us a very great favor, and very much enlighten our darkness.

The disappointed wife of the patient spoken of, in a short time found that she had acted rashly in taking her husband home, and was actually compelled before long to have him consigned to the county gaol, from which in due course he was again sent to the Asylum, where he will remain until relieved by death, the only physician able to master his malady. The other two unimproved patients discharged, were taken home to die; one a young woman in the last stage of consumption; the other a man of middle age, in the third stage of general paralysis.

The ages of the 63 recovered patients varied, from under 20 to over 60 years, viz. :—

|               |    |
|---------------|----|
| Under 20..... | 5  |
| 20 @ 30.....  | 18 |
| 30 @ 40.....  | 18 |
| 40 @ 50.....  | 9  |
| 50 @ 60.....  | 9  |
| Over 60.....  | 4  |
| Total.....    | 63 |

The ages of the improved were, as follows :—

|              |   |
|--------------|---|
| 20 @ 30..... | 3 |
| 30 @ 40..... | 1 |
| 40 @ 50..... | 3 |

|              |    |
|--------------|----|
| 50 @ 60..... | 3  |
| Total.....   | 10 |

The ages of unimproved were :—

|               |   |
|---------------|---|
| Under 20..... | 1 |
| “ 45.....     | 1 |
| “ 50.....     | 1 |
| Total.....    | 3 |

In 1863 the discharges numbered 85, of which 36 were of men and 49 of women.  
The aggregates of the two years are :—

| In 1863 & 1864. | Men. | Women. | Total. |
|-----------------|------|--------|--------|
| 1863.....       | 36   | 49     | 85     |
| 1864.....       | 38   | 38     | 76     |
|                 | 74   | 87     | 161    |

The admissions in 1863 and 1864 together were :—

|            |     |
|------------|-----|
| Men.....   | 137 |
| Women..... | 167 |
| Total..... | 304 |

The discharges for the two years have, as to the number of admissions, been :—

|              |                            |
|--------------|----------------------------|
| For Men..... | 74 to 137 or 54 per cent.  |
| Women.....   | 87 to 167 or 53½ per cent. |

|                                         |    |
|-----------------------------------------|----|
| In 1863 the Improved patients were..... | 8  |
| “ Unimproved “.....                     | 3  |
| “ Recovered “.....                      | 74 |

Total..... 85

The total recoveries in the two years 1863 and 1864 have been 137 against 304 admissions, or equal to 40½ per cent. To these might fairly be added about one-half the cases called improved, which completed their recovery at home, and were discharged with that view; consequently I think this step was an integrant and a very rational part of the medical treatment, quite as much so as it would have been to send them on an excursion tour, or indeed a great deal more so. I have in a preceding part of this report drawn attention to the fact that 86 per cent of our discharges in the last three years, were of patients whose insanity, according to the certificates of lunacy, had been of less than six month duration, and in 71 per cent. had been under three months in duration. It thus appears from a surface of three years, that of all the patients admitted, whose duration of insanity has exceeded six months, only 14 per cent will ever leave the Asylum in life, and of these a considerable portion would be found to be in the *improved* and *unimproved*. It may be doubtful, supposing that full means of Asylum accommodation existed, whether the evil of detaining patients at home, by their friends, could be prevented by any compulsory legal provisions. If, however, it could be effected, it would be an unspeakable blessing to the insane. We seldom hear, in the reports we read of “*shocking cases*” in the English and other newspapers, of any legal intervention, unless in cases of many years’ duration, and yet how much wiser and better would it be for the officers of the law to lay hold of the matter at the right end, and thus save a multitude from destruction, rather than glorify themselves over doing for a few, too late, what they might and should have done in time. Mankind are about as wise in this affair as in many others, and probably it is about as hopeful to inculcate on them common sense in this department of social science as in any other. A health officer who would order a dying case of small-pox to be carried to the hospital, because perhaps it had come “between the wind and his nobility,” but who never takes the least trouble in the enforcement of vaccination, would be quite as efficient and praiseworthy as those who hunt up the “*shocking cases*” of insanity, and never bestow a thought on all the others.

In every year a considerable number of patients are admitted, to whom vacancies had been awarded months, perhaps a year or more, before; but in consequence of some improvement, mistaken by the physician for recovery, or believed by the friends, in spite of his dissent to be such; or, perhaps, more frequently because of the ill-directed tenderness of mothers, sisters, or other relatives, or the intermeddling of benevolent neighbors, who tender any amount of negative advice, with a homœopathic quantity of practical aid, these poor sufferers have been kept at home until their insanity has been confirmed, and are finally sent to the Asylum; not so much because they may, or can, be benefited, as that their families may be relieved of the trouble of longer taking care of them, now that they have, as they usually say, *done all they could*,—and so, verily, have they, *and the worst they could*.

The following table shews the relative number of discharges, from 1st July, 1853, to the 1st January, 1865, according to the periods of treatment:—

|                    | Under 3<br>mos. | 3 to 6<br>mos. | 6 to 9<br>mos. | 9 to 12<br>mos. | 1 year to 2 | Over 2 years. | Total. |
|--------------------|-----------------|----------------|----------------|-----------------|-------------|---------------|--------|
| Per cent of 861... | 225             | 204            | 143            | 72              | 138         | 79            | 861    |
|                    | 26.13           | 23.69          | 16.61          | 8.37            | 16.03       |               |        |

The footings of the first four columns ending at 12 months, are equal to 74.80 per cent of the whole. It will be perceived that these figures do not shew so well as those of the last two years of the period, (1863-'64,) in which 86 per cent of the discharges were embraced in the first two columns. Whether our system of treatment has latterly improved, or the patients latterly under our care have better resisted our treatment, or our wine and beer accounts have been much heavier than in former years, I would pray to be excused from deciding. It is, however, a fact pretty well known to your Board, that our consumption of wine and beer is now heavy; and I think it will be wise to continue under high steam, so long as our house is crowded as at present; for those who do not get out of it within twelve months, will run a bad chance of leaving it alive.

The number of deaths in 1864, has been largely in excess of those of 1863,—that is to say, 35 against 25; being an increase of 40 per cent. on nearly equal numbers under treatment, viz.:—582 in 1863, and 594 in 1864. The excess of patients under treatment in 1864, has been, in my opinion, much more than compensated as to the field of mortality, by the defect in admissions in 1864, as compared with 1863; so that 40 per cent hardly represents the true relative increase of mortality over the previous year.

The following is the summary of the assumed causes of death, based, to a large extent, on *post mortem* observation; but, as I have often stated before, and as all physicians to the insane are well aware, absolutely exact tabulation of death-causes in Asylums, is quite impossible. Every case embraces many facts of high importance, which cannot be expressed in any table of mortality; and the tabulation of causes, as we are obliged to compress the work, is a very useless labor, and, for all purposes of medical statistics, must be almost valueless, if not, indeed, worse:—

#### ASSUMED CAUSES OF DEATH.

General paralysis (paresis), 9; phthisis, latent, 8; do. manifest, 1; typhoid fever, 2; cerebral effusion, 2; serous apoplexy, 2; typhomania, 1; pelvic abscess, 1; cancer of stomach, 1; colloid cancer in pelvis and abdomen, 1; old age and pneumonia, 1; old age and dropsy, 1; old age and umbilical hernia, 1; marasmus and strangulated hernia, 1; sero-pneumonia, 1; dry gangrene, 1; brain and lung disease, 1. Total 35.

It will be observed that 18, or more than half of all the deaths, have resulted from two forms of disease—general paralysis and phthisis; and that 8 of the latter are designated *latent*, whilst of the *manifest* form, or that which is met with in general medical practice, among the sane, only one case is recorded. In 1863 the number of deaths from each form of phthisis was exactly equal to those of 1864, viz.: 8 from the *latent*, and one from the *manifest* form, but we had only 5 deaths in 1863 from general paralysis, against 9 in 1864.

The disease known to the specialty of insanity, under the name General Paralysis, is certainly becoming more frequent in Upper Canada than formerly. I found no records of it in this Asylum, when I entered on duty; but neither did I find any of other disease. During the first half of my period of incumbency, 15 deaths resulted from it, and during

the latter half 31 have resulted from it. I may as well state candidly, that all who have entered with it, have died, or are on the way to death; and yet all who have entered with it a very considerable proportion came here with fair promises on the part of their medical attendants, that they would soon recover. The truth is, the disease is not understood by any large number of the profession, and we need not wonder at the fact; for the chances of meeting with it, though numerous in a large Asylum, are very rare in general practice; and the name by which it has been designated, although not altogether inappropriate, has been ill-chosen as another of form paralysis, incident to the *sane*, has the same designation, and the two are widely different.

This error in nomenclature sometimes leads to mistakes. When I ask country physicians visiting the Asylum, if they wish to see our cases of General Paralysis, and if they are familiar with it, they reply to both questions, *yes*; but when they see our cases, they nearly all say they are quite new to them. During last year I was led to apprehend, from the preliminary description of a case, on behalf of which application had been made, that it was one of General Paralysis; and when I sent for the patient, I submitted to my medical correspondent the question, whether it was such. The answer was, no; but the case was one of General Paralysis, nevertheless. I felt, on this occasion, the misfortune of having used a misleading term in my question.

The word *Paresis*, as meaning a progressive impairment of muscular power, rather than absolute privation of it, whether local or general, has latterly been generally employed by German and French writers, and is certainly much more appropriate than the one which it is intended to displace, not from medical nosology, but from the nosology of insanity.

The chief cause of the non-recognition of General Paresis by medical practitioners, is, has been already noticed, its infrequency in general practice. Next to this stand its insidious and anomalous incipience and progression. The earliest appreciable physical change, is the impairment of speech. From defective action of the muscles, moving the tongue and lips on one side, the power of articulating words with former distinctness, is no longer exercised with precision, especially in the forming of the labial and dental consonants, which requires exact direction of the tip of the tongue. The pronunciation, in fact, is very similar to that of a person under the influence of alcohol. This symptom gradually increases in manifestation, until, finally, speech is nearly altogether, or is totally, obliterated; and, concurrently with this aggravation, may be observed a new symptom, that of impairment of the power of swallowing. This symptom, indeed, generally exists, though not in a dangerous degree, long before it forces itself on our attention; but, ultimately, it can no longer be overlooked, from the occasional threatenings of choking, in consequence of accumulation of food in the pharynx and upper portion of the oesophagus. It would appear, that in these patients, the functional integrity of the nerves of taste, is not impaired; or that their sensibility is actually quicker than formerly. All patients whom I have ever seen under this disease, have had keen appetites; some are voracious, and would eat a full meal every hour in the day. But this voracity is sometimes very perilous; they will go on filling their mouths as rapidly as they can shovel in, but the process of swallowing may not go on so fast; and the first we may know of this defect, may be that the man falls over, black in the face, and unless his mouth and pharynx are speedily disgorge of their contents, he will expire.

Another fact, almost invariable in this disease, and one which misleads to a serious extent, is the absence of pain—not merely of pain in the head, but of all other pain. I have never had under my care a case, in which the patient acknowledged the existence of pain in the head; nor a case in which any sort of illness has been admitted by him. He eats much; grows fat and ruddy, says he never enjoyed such health; he is happy, if he is but well fed. He is pleased with all the world, and especially with himself. All his ideas are of an exalted order; and all his projects are of immense magnitude. He would give away everything he possesses, but not any part of his dinner. He is more apt to lay hold of that of others, than to relinquish his own.

The loss of power in the upper and lower extremities proceeds gradually and in the first stage may escape detection. A practised eye and ear will, however, discover it in numerous instances where the friends may not have observed it. Let the patient step out, and a perceptible inequality of motion in the two limbs will be noticed, and the sound



given on the floor will have a sort of clatter on the affected side, as if the pace were broken and the heel dragged slightly. From the statements made by some late German writers, it would appear that in their asylums general Paretics frequently become emaciated and are very subject to bed-sores. Our patients almost all die fat and only those who linger very long become thin of flesh. We feed them well and do not hesitate to give them both wine and beer. I am convinced that since we adopted this system, our patients have lived longer and have certainly been infinitely happier than before it was introduced. At all events we are quite sure that a spare diet will not cure them, and we think that as starvation must be the greatest torment a general Paretic can undergo, it is part of humanity to save him from it, and until death ends his being, we think it is our part to make it blest. One patient who died several years ago had been a sportsman, and was very fond of duck. In the last weeks of his disease he called every good thing he ate *duck* and duck was the very last word he uttered, and the only one he could utter for many days. Was not this man happy?

When a medical practitioner meets with a case, the diagnosis of which, both as to mind and body, puzzles him, he can neither persuade himself nor the friends that the man is insane; but he observes that the mental condition is not what he once knew it to be—the man has become elated, has occasional bursts of passion, is at one time all endearment and anon the contrary; is inclined to speculation, and sometimes makes very foolish bargains, but is in his own opinion always rich, and becoming constantly richer; when he does act and manifests feelings and tendencies, quite different from his former habits, if, for example, being married, he falls in love with another woman; if a widower and advanced in years, he marries a young woman, and cuts a great swell through the honeymoon, makes presents to all and sundry, and believes himself, and tries to make others believe him, to be as youthful, vigorous and in every way clever as he ever was, we should begin to fear that there is a screw loose and that the end is coming. If his speech begins to manifest the peculiarities I have mentioned, and his appetite becomes unwontedly good, it is almost certain that he is on the verge of a sudden break-up, and the first striking proof of it will be something very like a fit of apoplexy, though not exactly of apoplexy, for it will have a dash of epilepsy, and he will come through the attack, if not heroically treated, amid a storm of epileptiform convulsions. Next day, if not bled, he may be on foot, and most probably will have no recollection of his illness; but, if he showed no paralysis before, now he will evince more or less of it in a leg, or an arm, and his tongue will be a little thicker than it was before the fit. He may not suffer another attack for a long time, but it is before him, and perhaps a succession of fits are before him. After a certain (that is an uncertain) number of such seizures, his friends admit that he is insane, and they may be told that unless he is sent to an Asylum he will become incurable. They therefore believe he will be cured by sending him, and it is done accordingly. As I have confessed that all my general paretic patients have died, or are dying, your Board may guess how very slim is the poor man's chance of getting out of this house alive. There are now twelve cases in our wards. The result in them all will be alike. I would go a long distance to see one veritable recovery.

The form of disease designated latent phthisis, which is, on the general average, the largest factor of asylum mortality, is certainly one of deep interest. There is probably no essential difference between this form of consumption and that of manifest phthisis. The absence of cough, expectoration, hectic exacerbations and of some other symptoms which are almost constant in manifest phthisis may be ascribable to that depression of nervous susceptibility, which is so largely observable in insanity. In the post mortem examination we discover nothing distinctive. It is not improbable that latent phthisis occurs to some extent among the sane and might be found less uncommon than is supposed. It does not, however, among the sane constitute the rule, but, I believe, the rare exception. A variety of latent phthisis, which I have often observed in our post mortems, is that in which the patient appears to die from suffocation, caused by the extensive consolidation of the lungs by a dense continuous mass of firm tubercles which have not undergone destructive degeneration, and consequently no cavities, or collections of purulent matter are met with. The patient dies from want of air space; the bronchial ramifications, and the air cells to which they lead, are obliterated—crushed out—and the organ is, to all intents, as to respiratory function, in the same condition as it is in hepatization.

Dr. Graves, in his admirable lectures on clinical medicine, alluding to this form of phthisis, observes: "Cases of this kind are of no uncommon occurrence. I have seen tubercles to a very extraordinary extent, make their appearance in the lung in the space of two or three weeks, and have known persons to die of the suffocation caused by this rapid development without the usual symptoms of phthisis." Speaking of the case of a patient then dead, before the class, Dr. Graves says: "She had scarcely any of the common symptoms, by which consumption is characterised; her death was the result, not of the suppuration which attends phthisis, but of the suffocation which arose from imperfect respiration." This has been exactly the fact in a number of cases noted by us. Dr. Graves entertained on many subjects opinions of his own, as he happened to be a man who had a mind, and was not afraid to make use of it. Some of his views on phthisis may not be now largely entertained, but others expressed by him are not questioned by any medical authority. For example, when treating of the great extent to which phthisis prevails in England and elsewhere, he says: "The prevalence of phthisis is found statistically to depend on confinement, poverty and vice; and as these are most abundant in the condensed populations of towns, we can perceive why consumption is so frequent in this kingdom."

Again, speaking of the comparative health of large towns, and of sparse populations, Dr. Graves expresses the following opinion, as correct as it is frightful:—"If the population of these countries lived in one great London, or one great Manchester, deprived of the benefit of the pure air and wholesome exercise, I verily believe that they would all become scrofulous—that nine-tenths of them would get phthisis, and that scrofula, in its various shapes, would sweep them off in the course of a few centuries."

The insane in Asylums, under the most favorable circumstances possible, are very largely "deprived of the benefit of pure air and wholesome exercise." During our long, severe winter seasons, exercise in the open air, for the great majority, is out of the question. The injury from exposure would far outweigh the benefit derived from it, and would much augment the mortality. This being the case, how much more necessary must it be, that the internal air breathed by them should be pure. My friend, Dr. MacCormac, of Belfast, a writer favorably known in medical science, and one who, from his position as consulting physician, for many years, to the Belfast District Asylum for the Insane, is well qualified to give an opinion on their wants, in a recent letter to me writes thus:—"I have prepared, and intend, with all convenient speed, to publish a further treatise on Consumption. The one and only cause which I assign for the prevalence of tubercles, is rebreathed air, that is to say, respiring more or less the same air a second time. In respect to more space, it is absolutely necessary so to arrange it, that the inmates shall not be called on to respire the same air a second time. No ventilation, that does not accomplish this, will prove of sufficient avail."

It is quite manifest, that neither Dr. Graves, nor Dr. MacCormac believes in the doctrine that density of house-population is more conducive to health than the contrary; and they would regard as of little value, any statistics that might be made to appear to support such a doctrine.

It is my sacred and imperative duty to point out every defect in our Institution; and I certainly know of none of greater magnitude than that alluded to by Dr. MacCormac, "the respiring of the same air a second time" by our patients,—a second time, indeed! Might I not say a twenty-second, or, mayhap, a thirty-second time. But air expired from the lungs, is not all the foul air emitted by lunatics. There is a pretty fair percentage of other foul air discharged in a large dormitory crammed with the insane, in the course of one night; and it is rare not to find in a dozen of such patients, one whose cutaneous exhalations are very offensive. Very often, when grand jurors and other visitors are walking through our halls and sleeping rooms, and expatiating complimentarily to their own and the general benevolence, and to our good order and cleanness, on the great comforts of the inmates, and the sweetness of our internal air (in daylight, with numerous windows and doors open,) I could wish that I dared lay hold of a few of them, and lock them up, even for one night, in one of our sixteen-bedded rooms. They would be as valuable to our people as singed rats to a farmer.

The preponderance of the number of deaths of females, may appear striking to those

who are quick to generalize on limited statistic surfaces ; but we require to look beyond a single year, or even two or three, in order to discover the relative mortality.

In 1863, the death of males were 14, against 11 of females.

In 1862, they were 11 of males, against 16 of females.

In 1861, they were 20 of males, against 22 of females.

In 1860, they were 22 of males, against 18 of females.

In 1859, they were 22 of males, against 16 of females.

Thus the last 6 years give 99 deaths of males, against 108 of females ; and bearing in mind, that since the opening of the University Branch, the number of female patients remaining in has been constantly in excess of that of males, by an average of 20 to 25 per cent, it will not appear that the female mortality has been in excess of that of males.

In a total of 614 deaths in our Register, 329 have been of males in 1646 admitted, and 285 of females in 1468 admitted ; being equal to 20 per cent for males, against 19.41 per cent for females.

But in the 99 deaths of males, since the 1st January, 1859, 28 have resulted from General Paresis, and only 3 deaths of females from this disease.

Now, deducting these from the respective totals, leaves 72 deaths of males, and 105 of females, from the various other diseases incident to both sexes.

What is the compensating death factor in insane females ?

In 1864, 8 out of 9 of the deaths from Phthisis have occurred in females, and only one in a male, but 8 out of 9 of the deaths from General Paresis have occurred in males, and only one in a female.

I believe this balancing of mortality in the sexes, is found to obtain in all Asylums, in which General Paresis largely obtains, and in which due attention is given to the detection of Phthisis, by *post mortem* examinations. It may be interesting, and it might hereafter prove useful, to note this fact ; but it must be difficult, and it would be rash, to venture at present on an explanation of it. All who live, must die ; and death has various modes of doing his work. An equal number of men and women admitted in Lunatic Asylums, will, in the lapse of a quarter, or half, of a century, be found to have died in pretty equal proportions. In ordinary life the sexes are subject to their respective different forms of disease ; yet the annual mortality, on the large scale, is equalized.

In the summary of mortality of 1864, are three deaths, in the assigned causes of which I have included "*old age*," though two of the subjects appeared by the Register to be each only 63, and one 71 years of age.

But "*old age*" is a relative term, and may often more appropriately be applied to one person of 60 years, than to another of 80.

The patient of 71 years had been a soldier under Sir John Moore and Wellington, down to the closing battle at Toulouse, and he had been 21 years, 1 month, and 15 days in the Asylum. Might not this man's two campaigns, from the former of which he came off with two wounds, and the latter of which closed in general dropsy, from functional breaking down of his heart, be reckoned to him for an additional score of years ?

The other two aged subjects were women, both truly old in medical language. One had been 12 years, 4 months and 15 days a resident, and labored under a large and very distressing umbilical hernia : added to which torment, was the nearly total privation of sight, which was very inopportune supplemented by both visual and auditory hallucinations, in which she saw and heard a wondrous multitude of bad people, to protect herself against whose violence, she frequently made efforts that ended in very serious bodily injuries to herself.

The second had been a resident for 7 years, 9 months, and 18 days, during all which time she was tormented and abominably treated by the *fairies*, who stole her shoes and stockings every morning, summer and winter, and thus left her constantly barefooted ; and no matter how often her shoes or stockings were hunted up and restored to her, the *fairies* would have them again before half-an-hour. She finally broke down, and died of old age and pneumonia, both of which were the work of the *fairies*.

In one case, that of a General Paretic in the second stage of the disease, and who had been in the Asylum only 10 days, I deemed it proper, from the suddenness of the death, to have a Coroner's inquest. The man had taken his dinner, and before or in the act of rising from the table, he fell back and died.

The Jury found a verdict of death by apoplexy.

The case of Colloid Cancer was, from its rarity to us, and the frightful destruction worked by it, one of very great interest. It involved the whole of the pelvic, and nearly all the abdominal viscera; and had so thoroughly transformed, agglutinated, and confused them, as to render their dissection, or even their distinctive recognition impracticable. This patient had been an inmate for over 13 years.

The case of Cancer in the Stomach, was that of a woman, resident nearly ten years. Her mental disorder had been one of that by no means limited number met with in Asylums, which, from their multiform manifestations, mock all attempt at classification, and render our statistics totally deceptive. It would be "mania" to-day, and "melancholia" to-morrow, and "dementia" the next day; and *other forms* next week. One day she would be all smiles, cheerfulness, kindness and humility; the next she would be roaring like a furnace, shedding pints of tears, scrubbing out her room, and scolding like a saint. She had frequent attacks of illness, but would take no medicine, only from her "Divine Physician"; and really, when I saw her stomach after death, I thought the Divine Physician had very wisely protected her against my medicines. I dare say the repugnance of many insane people towards drugs, is not unfrequently conservative.

The expenditure for the year 1864 will, I believe, exceed the estimate. The causes of this excess are known to your Board, and have been unavoidable. One of them has been the high price paid for coal, and an excess of this importation, to the extent of 100 tons, beyond the quantity primarily ordered; but as the quantity of the article is excellent, and a surplus will remain in the Spring, which will enable us to lessen next year's purchase the ultimate expenditure will not be so much in excess, as at present it appears to be.

Our improvements consist chiefly in a new fire-engine, and two additional fire-hydrants, which, with the one previously established, in connection with the main water-pipe, can, in case of emergency, be worked by the steam-pump at the lake, and each of them will thus throw a good stream of water as high as our fourth story, without any other power.

The Mortuary, which was fitted up last Spring, at a proper distance outside, is very useful and safe.

Religious services are now well sustained by all denominations. Nothing, perhaps, relating to the treatment of insanity, (and religious teaching may be made a very valuable auxiliary, by those who make themselves familiar with the malady and its subjects,) requires more discretion, than the conducting of religious service for the insane. It has been my happiness and privilege to listen to many prayers and sermons in this house, eminently well suited to the purpose in view; but it has also been my lot, as I believe it is that of other Asylum Physicians, occasionally to hear an unguarded expression in a discourse, which has made me tremble for the result upon certain minds addressed, to which I have felt convinced it was not only unsuited, but most detrimental. It would be presumptuous in men of my calling to dictate to Ministers of the Gospel, the terms in which they are to address their audience; yet, in a Lunatic Asylum, some concession to our views might be made, not without advantage. We know best the people addressed; we understand their mental flaws and feebleness, and we have learned, by our daily intercourse with them, what may or may not be profitably said to them. Whatever tends to calm, and soothe, and strengthen their minds, is good, at least for the promotion of their recovery; and if this may not be all that should be said to them; would it not be best to defer the remainder, until they shall be able to bear it; which, certainly, will not be before their leaving us, and may not be afterwards?

It becomes, in closing this report, again my duty to acknowledge the efficient, zealous, and faithful services of all the officers and servants of the Institution under me; and to express to your Board my sincere thanks for your scrupulous attention to all its affairs, and for your sympathy towards all the household.

I have the honor, &c., &c.,

JOSEPH WORKMAN, M.D.,  
Medical Superintendent.

TABLE I.

|              | Number remain-<br>ing on Jan. 1st<br>of past year. | Admitted during<br>1864. | Average inmates<br>in 1864. | Died. | Discharged. |                               |                                              | Average stay of those<br>died or discharged<br>in 1864. | Number of those entered be-<br>fore 1864, still remaining. |
|--------------|----------------------------------------------------|--------------------------|-----------------------------|-------|-------------|-------------------------------|----------------------------------------------|---------------------------------------------------------|------------------------------------------------------------|
|              |                                                    |                          |                             |       | Cured.      | Relieved<br>or Im-<br>proved. | Unim-<br>proved.                             |                                                         |                                                            |
| Males.....   | 203                                                | 66                       | 464                         | 10    | 31          | 5                             | Discharged: nearly 11<br>months and 29 days. | 182                                                     |                                                            |
| Females..... | 255                                                | 70                       |                             | 25    | 92          | 5                             |                                              | 1                                                       | 237                                                        |
| Total.....   | 458                                                | 136                      |                             | 35    | 63          | 10                            | Died 3 7 10.....                             |                                                         |                                                            |

TABLE II.

|                               | Remained over<br>from previous year<br>i.e. 1863. |          | Admitted during<br>the year 1864. |          | DISCHARGED.     |          |           |          | Died.  |          | Average stay of<br>those who died<br>in the year. |       |         |       |
|-------------------------------|---------------------------------------------------|----------|-----------------------------------|----------|-----------------|----------|-----------|----------|--------|----------|---------------------------------------------------|-------|---------|-------|
|                               | Males.                                            | Females. | Males.                            | Females. | Recovered.      |          | Relieved. |          | Males. | Females. | Months.                                           | Days. | Months. | Days. |
|                               |                                                   |          |                                   |          | Males.          | Females. | Males.    | Females. |        |          |                                                   |       |         |       |
| Mania, acute and chronic..... | 133                                               | 176      | 46                                | 46       | 27 <sup>s</sup> | 4        | 3         | .....    | .....  | .....    | .....                                             | ..... | .....   | ..... |
| Melancholia.....              | 15                                                | 10       | 6                                 | 11       | 3               | 1        | 2         | .....    | .....  | .....    | .....                                             | ..... | .....   | ..... |
| Dementia.....                 | 36                                                | 59       | 1                                 | 6        | .....           | .....    | .....     | .....    | .....  | .....    | .....                                             | ..... | .....   | ..... |
| General Paralysis.....        | 14                                                | 1        | 5                                 | 1        | .....           | .....    | .....     | .....    | .....  | .....    | .....                                             | ..... | .....   | ..... |
| Epilepsy.....                 | 4                                                 | 8        | 2                                 | 1        | .....           | .....    | .....     | .....    | .....  | .....    | .....                                             | ..... | .....   | ..... |
| Other forms.....              | 1                                                 | 1        | 6                                 | 5        | 1               | .....    | .....     | .....    | .....  | .....    | .....                                             | ..... | .....   | ..... |
| Total.....                    | 203                                               | 255      | 66                                | 70       | 31              | 5        | 5         | .....    | .....  | .....    | .....                                             | ..... | .....   | ..... |

Unimproved—no column for—two males in general paralysis, and one female, dementia. Ten patients transferred to Orillia not included in the discharges.

J. WORKMAN.

TABLE III.

| Number of Case | Date of last Admission. | Date of Death.   | Age at Death | Married, widow or single on admission. | Mental state on admission. | Bodily state on admission.            | Duration of disorder at death. | Assigned cause of disorder. | Assigned cause of death.           |
|----------------|-------------------------|------------------|--------------|----------------------------------------|----------------------------|---------------------------------------|--------------------------------|-----------------------------|------------------------------------|
| 2974           | 1863 26th Dec.          | 1864 2nd Jan.    | 62           | Widow                                  | Maniacal                   | High gastric fever.                   | 3 1/2 years re-current         | Unknown                     | Typho mania                        |
| 2563           | 1861 28th August.       | 1864 10th "      | 39           | Married.                               | Demented                   | Feeble                                | 13 years.                      | Love affairs.               | Maramus U. hernia                  |
| 2613           | 1861 14th Nov.          | 1864 22nd "      | 32           | Single                                 | General Paralysis.         | 2nd stage of G. P.                    | Over 4 years                   | Blow on head.               | General paralysis.                 |
| 1119           | 1851 2nd Dec.           | 1864 1st Feb.    | 38           | Single                                 | Unknown to me, maniacal?   | Unknown to me.                        | 14 years.                      | Hereditary                  | Phthisis.                          |
| 22411          | 1860 20th Nov.          | 1864 7th Feb.    | 47           | Married.                               | Erotic mania               | Feeble                                | 9 years.                       | Unknown                     | Pelvis abscess.                    |
| 1533           | 1854 27th April.        | 1864 23rd "      | 45           | Married                                | Religious pride            | Fair                                  | 16 years.                      | Death of mother             | Cancer of stomach.                 |
| 2446           | 1861 9th Feb.           | 1864 25th "      | 42           | Married                                | Depressed                  | 2nd stage of general paralysis.       | 3 1/2 years.                   | Hereditary & injury         | General paralysis.                 |
| 1083           | 1851 19th August.       | 1864 25th March. | 25           | Married.                               | Maniacal                   | Gastric disorder                      | 12 1/2 years.                  | Unknown, hereditary         | Colloid cancer.                    |
| 2555           | 1861 14th August.       | 1864 5th April.  | 63           | Single                                 | Demented                   | Feeble                                | 2 1/2 years.                   | Unknown                     | Typhoid fever.                     |
| 2896           | 1864 20th Feb.          | 1864 5th "       | 47           | Married                                | General Paralysis.         | Good apparently                       | 2 1/2 years.                   | Cerebral disease.           | Apoplexy of general paralysis      |
| 2902           | 1863 13th July.         | 1864 13th "      | 34           | Married.                               | Suicidal mania             | Ordinary                              | 1 year 9 mos                   | Unknown                     | Cerebral effusion.                 |
| 2253           | 1860 16th Jan.          | 1864 17th "      | 29           | Single                                 | Chronic mania              | Epileptic                             | 4 years and 6 months.          | Religion?                   | Phthisis.                          |
| 2734           | 1862 9th August.        | 1864 8th May.    | 19           | Single                                 | Demented                   | Fair                                  | 16 years and 8 months.         |                             | Phthisis                           |
| 3022           | 1864 18th April.        | 1864 8th "       | 60           | Married.                               | Melancholy                 | Emaciated                             | 1 year and 6 months.           | Unknown                     | Brain and lung disease. Paralysis. |
| 3004           | 1864 19th March.        | 1864 19th "      | 39           | Married                                | General Paralysis.         | Usual to general paralysis.           | 3 months?                      | Mental anxiety              | Apoplexy of general                |
| 3034           | 1864 19th May.          | 1864 21st "      | 60           | Widow                                  | Recurrent mania.           | Comatose                              | 7 months.                      | Unknown                     | Serous apoplexy?                   |
| 1775           | 1856 9th Sept.          | 1864 27th June.  | 63           | Widow                                  | Melancholy                 | Fair                                  | 10 years.                      | Death of daughter.          | Pneumonia and age.                 |
| 2956           | 1864 29th Feb.          | 1864 7th July    | 23           | Single                                 | Lypemania                  | Consumptive                           | 4 1/2 months.                  | Unknown                     | Phthisis.                          |
| 180            | 1843 15th May           | 1864 10th "      | 71           | Married                                | Demented                   | Unknown                               | Over 22 years                  | Unknown                     | Dropsy and old age.                |
| 3056           | 1864 18th July.         | 1864 17th "      | 31           | Married                                | Delirium?                  | Great prostration.                    | 14 days.                       | Unknown                     | Typhoid fever.                     |
| 2436           | 1861 17th Jan.          | 1864 18th July   | 39           | Single                                 | Acute dementia, suicidal   | Phthisical                            | 7 yrs. 6 mos.                  | Over work                   | Phthisis                           |
| 2790           | 1862 24th Nov.          | 1864 28th "      | 23           | Single                                 | Epileptic idiocy           | Epileptic                             | Many years.                    | Epilepsy                    | Serous apoplexy.                   |
| 2038           | 1860 30th May           | 1864 19th August | 28           | Single                                 | Maniacal                   | Anomia                                | Over 1 year.                   | Love                        | Sero-pneumonia.                    |
| 2268           | 1860 18th Feb.          | 1864 20th "      | 65           | Married                                | Demented                   | Scrofulous                            | Over 15 years                  | Intemperance                | Phthisis.                          |
| 2596           | 1861 7th Oct.           | 1864 23rd "      | 23           | Single                                 | Epileptic dementia         | Epileptic                             | 3 or 4 years.                  | A fall.                     | Cerebral effusion.                 |
| 1169           | 1852 13th April.        | 1864 28th "      | 63           | Married                                | Demented                   | Unknown                               | Many years.                    | Ill treatment.              | Old age and umbilical hernia.      |
| 2309           | 1864 21st May           | 1864 8th Sept.   | 45           | Unknown                                | Dementia                   | General debility                      | Unknown                        | Unknown                     | Phthisis.                          |
| 3080           | 1864 29th Sep.          | 1864 8th Oct.    | 55           | Married                                | Advanced general paralysis | Feeble                                | 3 1/2 months?                  | Unknown                     | Apoplexy of general paralysis.     |
| 2860           | 1863 10th March.        | 1864 20th "      | 56           | Married                                | General paralysis.         | Usual in general paralysis.           | 2 months?                      | Religion and hereditary     | General paralysis.                 |
| 2550           | 1861 12th May           | 1864 7th Nov.    | 43           | Married                                | Religious mania.           | Extreme debility                      | 3 1/2 years                    | Religion and hereditary     | Phthisis.                          |
| 2811           | 1863 6th Jan.           | 1864 9th "       | 62           | Married                                | Demented                   | Emaciated                             | Very long.                     | Unknown                     | Cerebral effusion.                 |
| 2950           | 1863 14th Nov.          | 1864 12th "      | 30           | Married                                | General paralysis.         | Paralysed on right side               | Unknown                        | Unknown                     | General paralysis.                 |
| 2901           | 1862 8th Dec.           | 1864 13th "      | 27           | Single                                 | General paralysis.         | Advanced stage of general paralysis   | 2 yrs. 7 mos.                  | Work and study              | General paralysis.                 |
| 3095           | 1864 2nd Nov.           | 1864 15th "      | 59           | Married                                | Demented                   | Paralysed on right side               | 4 years.                       | Unknown                     | Dry gangrene.                      |
| 12777          | 1862 24th Oct.          | 1864 21st Dec.   | 56           | Married                                | General paralysis.         | Slight paralysis of tongue and limbs. | 2 1/2 years.                   | Unknown                     | General paralysis.                 |

NOTE.—The heading, "Duration of Disorder," in the printed form, I have supposed means duration of the insanity. I can certify to so much of this period as has been passed in the Asylum, the previous portion is usually longer than we are informed. I have not given post mortem notes, as it is impossible to condense such records into a table, and absurd to require them in such a shape. We have not weighed the organs, nor do I intend to do so, systematically. An examination of several such statements has convinced me that it never can be of any practical value.

J. WORKMAN.

23rd January, 1865.

**ANNUAL REPORT**  
OF THE  
**ORILLIA BRANCH LUNATIC ASYLUM,**  
FOR 1864.

To the Inspectors of Asylums, &c., Canada.

GENTLEMEN,—I have the honor to lay before you the Fourth Report of this Institution for the past year.

|                                                                   | Men. | Women. | Total. |
|-------------------------------------------------------------------|------|--------|--------|
| On the 31st December, 1863, there were patients in the Asylum.... | 53   | 79     | 132    |
| Admitted in 1864.....                                             | 8    | 8      | 16     |
|                                                                   |      |        | 148    |
| Died.....                                                         | 7    | 3      | } 19   |
| Discharged.....                                                   | 5    | 4      |        |
| Remaining, 31st December, 1864.....                               | 49   | 80     | 129    |

Of those admitted during the year, 5 were primary, and 10 transfers from Provincial Asylum. Of the 5 primary, 2 were males and 3 females.

Total under treatment during the year, 148.

The Orillia Branch Asylum was opened 3rd August, 1861. Since that time, 160 patients have been received and cared for; 14 have been discharged or removed. Of these 14, 6 have been cured, 4 improved, and 4 unimproved; 16 died and 1 eloped.

*The Disease of the present Residents.*—Three-fourths of them are so far modified, as to render them quiet and manageable.

*Admissions.*—Many of them were much reduced by long-continued bodily and mental disease. The greater number were of that character, which seldom results in recovery, but are, however, capable of various degrees of improvement. A majority of this class become permanent residents in the Asylum.

*Discharges.*—The number of recoveries that may take place during the year is not the only indication of the success attending the treatment, and of the benefits derived by the patients from the care of the Institution. The patients may be benefited in a variety of ways that exact an equal amount of care and skill, and these, although not rewarded by the patient's recovery, may still be followed by the alleviation of painful symptoms, or the correction of some vicious habit. In these obscure but important duties, I believe that I have been as assiduous and successful as if I had a greater number of cures to report, or more striking facts to put on record.

*Particulars of Patients Discharged since opening of the Asylum, to 1st January, 1865:*

| No. | Sex. | Age. | Date of Admission.   | When Discharged.      | Result.       |
|-----|------|------|----------------------|-----------------------|---------------|
| 1   | F.   | 33   | July 9th, 1862.....  | August 9th, 1862....  | Cured.        |
| 2   | F.   | 43   | August 11th, 1862... | August 26th, 1862.... | } Unimproved. |
| 3   | M.   | 24   | October 22nd, 1862.  | January 28th, 1863. |  | Cured. |
| 4   | F.   | 20   | July 3rd, 1863.....  | July 26th, 1863.....  | Improved.     |

*Particulars of Patients Discharged, &c.—Continued.*

| No. | Sex. | Age. | Date of Admission.     | When Discharged.      | Result.                                  |
|-----|------|------|------------------------|-----------------------|------------------------------------------|
| 5   | F.   | 48   | October 22nd, 1861.    | November 14th, 1863.  | { Removed.<br>Unimproved.<br>Hereditary. |
| 6   | M.   | 29   | May 28th, 1862.....    | February 17th, 1864.  | { Not improved.<br>Paralysis.            |
| 7   | M.   | 36   | October 22nd, 1861.    | March 9th, 1864.....  | Cured.                                   |
| 8   | M.   | 34   | November 13th, 1863.   | March 14th, 1864....  | Improved.                                |
| 9   | F.   | 19   | October 22nd, 1862.    | March 24th, 1864....  | Cured.                                   |
| 10  | F.   | 47   | October 22nd, 1862.    | April 6th, 1864.....  | Cured.                                   |
| 11  | M.   | 29   | February 1st, 1864.... | June 2nd, 1864.....   | Cured.                                   |
| 12  | M.   | 40   | June 20th, 1864.....   | July 21st, 1864.....  | Improved.                                |
| 13  | F.   | 29   | June 28th, 1864.....   | September 17th, 1864. | Improved.                                |
| 14  | F.   | 29   | October 22nd, 1862.    | November 22, 1864.    | Cured.                                   |

Males, 6. Females, 8.

Three of the discharged patients averaged three years' Asylum residence in Toronto and Orillia Asylums.

Mrs. R., as mentioned in my last Report, (1863,) was discharged the 6th April, perfectly sane; her own and her husband's letters are most satisfactory. She had been an Asylum inmate two years and nine months.

It is very encouraging to the friends of the insane, and tends strongly to show the erroneous nature of an opinion still entertained by some, that when the disease has lasted a certain time, it necessarily becomes incurable.

*Improved Patients.*—Dr. Gray, of the New York State Asylum, says, in reference to these cases:—"Many are so far recovered as to be able to resume, with some degree of success, the main duties and offices of life, with, however, a permanently impaired organization. As the same result follows apoplectic seizures, paralysis, and even sometimes severe neuralgia and rheumatism, it is not to be expected that insanity, the most formidable in many respects of physical diseases, should prove an exception.

*Deaths.*—In tabulating the cause of death, I give the name of the disease which proved fatal. In most, the fatal termination was the result of habits and conduct incidental to their insanity.

*Particulars of Patients who have died since the opening of Asylum to 31st December, 1864.*

| No. | Sex. | Age. | When Admitted.       | When Died.             | Cause of Death.                      |
|-----|------|------|----------------------|------------------------|--------------------------------------|
| 1   | M.   | 64   | March 6th, 1862..... | April 9th, 1862.....   | { Congestion of Brain—2nd admission. |
| 2   | F.   | 50   | October 22nd, 1861.  | September 9th, 1862.   | Debility.                            |
| 3   | F.   | 24   | May 28th, 1862.....  | March 20th, 1863....   | Phthisis.                            |
| 4   | M.   | 35   | October 22nd, 1862.  | April 12th, 1863.....  | Phthisis.                            |
| 5   | M.   | 29   | May 28th, 1862.....  | May 15th, 1863.....    | Disease, Hip Joint.                  |
| 6   | F.   | 68   | October 22nd, 1862.  | June 28th, 1863.....   | Apoplexy.                            |
| 7   | M.   | 26   | October 22nd, 1861.  | January 3rd, 1864....  | Phthisis.                            |
| 8   | F.   | 38   | May 28th, 1862.....  | February 4th, 1864.... | Phthisis.                            |
| 9   | M.   | 21   | November 13th, 1863. | March 18th, 1864....   | Phthisis.                            |
| 10  | M.   | 50   | October 22nd, 1861.  | May 8th, 1864.....     | General Debility.                    |
| 11  | M.   | 54   | May 28th, 1862.....  | May 8th, 1864.....     | Apoplexy.                            |
| 12  | F.   | 31   | May 28th, 1862.....  | July 26th, 1864.....   | Phthisis.                            |
| 13  | M.   | 25   | May 28th, 1862.....  | September 4th, 1864.   | Congestion of Brain.                 |
| 14  | F.   | 26   | August 3rd, 1861.... | September 5th, 1864.   | Phthisis.                            |
| 15  | M.   | 28   | November 13th, 1863. | September 21st, 1864.  | Phthisis.                            |
| 16  | M.   | 33   | May 11th, 1864.....  | November 2nd, 1864.    | { Disease of Brain and Spinal Cord.  |



In this table of Deaths, Pulmonary Consumption claims one-half, (8); the other 8, Brain Disease, or its consequences.

In none was the mental disorder considered curable at the period of their decease. All chronic enfeebled cases.

Three of the deaths averaged 7 years' Asylum residence; the remainder two years. Five died, average age 60; eleven do., 32. Sexes: men, 10; women, 6—16.

*Post Mortems.*—These had nothing very interesting for a Report. A register is kept of them. One case is, however, worthy of attention.

P. L. *Ætat*, 30. A patient of Provincial Asylum from 12th June, 1863, to 11th May, 1864. At latter date he was transferred to Orillia Branch. Ordinary height; head globe shaped, small; organ of cautiousness very prominent; hair very thin; eyes half-closed, with continued twitchings when spoken to; the spine slightly bent backwards; the dorsal muscles felt contracted and rigid, similar to *Oposthotonos*; the hands grasped together behind back; did not walk, but a sort of shuffling gait; never sits, except at meal-times; has to be fed; never speaks. He improved so far as to be able to use his hands in feeding himself. During the month of August, his appearance, attitude, the same,—the standing posture, arms drawn behind back; no power in antagonistic muscles; inability to move, except when assisted by an attendant; his appearance truly miserable. A recumbent position most suited to his state; he was kept to bed. 20th September—Difficulty of swallowing; rigidity of lower jaw. From this time till his death, (30th October,) food in a liquid form had to be partly forced; lay on his back; bowels and bladder sluggish, but were capable of action. Some days previous to death, the pillow stained with bloody mucus.

In an ordinary case, all these symptoms would constitute *Oposthotonos*. The body was carefully examined externally; no appearance of wound or injury.

*Post Mortem*, 13 hours after death. Meninges thickened, *dura mater* attached, a glossy white color; the sub-arachnoid membrane *ecchymosed*; that part of *pia mater* covering posterior lobes of the brain congested. The appearance of brain, on first inspection, as if the convolutions were flattened. The brain itself smaller in proportion to its bony covering, (atrophy of the organ); there was superficial softening of the cerebrum; glands greatly enlarged, deeply indented into *dura mater*; cerebellum normal in appearance and size; the lateral ventricles enlarged, distended with limpid effusion, about three ounces; the *medulla oblongata* soft; ramollisement breaking down under slightest pressure. Only the cervical portion of spine was opened. The chord had a coating of lymph of a yellowish hue—not pus,—chiefly on posterior part, between the chord and its membranes; these were vascular. It appears strange what I have called *ecchymoses* of the arachnoid, and *congestion* of the *pia mater*, should exist with atrophy of the brain. It proves, however, what is now considered an established law in Pathology, that ill-nourished organisms are liable to sudden congestions, almost in proportion to the amount of deficiency in their nutrition.

No accident or sudden death occurred during the year, and, consequently, no inquest.

*Particulars of Patients admitted 1864.*

| N  | Sex. | Age. | Married or Single. | Occupation. | Degree of Education. | Form of Mental Disorder. |
|----|------|------|--------------------|-------------|----------------------|--------------------------|
| 1  | M.   | 30   | M.                 | Farmer.     | Read.                | Monomania.               |
| 2  | M.   | 32   | S.                 | Laborer.    | Limited.             | Religious Monomania.     |
| 3  | M.   | 50   | S.                 | Farmer.     | Read.                | Chronic Mania.           |
| 4  | M.   | 24   | S.                 | Farmer.     | Read.                | Chronic Mania.           |
| 5  | M.   | 30   | S.                 | Laborer.    | Inferior.            | Acute Mania.             |
| 6  | M.   | 40   | S.                 | Teacher.    | Good.                | Equivocal.               |
| 7  | F.   | 40   | S.                 | Domestic.   | Read.                | Mania of Suspicion.      |
| 8  | F.   | 30   | M.                 | None.       | Read and wrote.      | Acute Dementia.          |
| 9  | F.   | 30   | S.                 | Servant.    | Read.                | Nymphomania.             |
| 10 | F.   | 27   | S.                 | Servant.    | Read and wrote.      | Dementia.                |
| 11 | F.   | 16   | S.                 | Servant.    | .....                | Insanity Doubtful.       |
| 12 | F.   | 18   | S.                 | Servant.    | Read.                | Acute Mania.             |

*Particulars of Patients, &c.—Continued.*

| No. | Sex. | Age. | Married or Single. | Occupation. | Degree of Education. | Form of Mental Disorder.                               |
|-----|------|------|--------------------|-------------|----------------------|--------------------------------------------------------|
| 13  | M.   | 27   | S.                 | Laborer.    | .....                | Paralysis—2nd admission.                               |
| 14  | M.   | 40   | M.                 | Farmer.     | Read.                |                                                        |
| 15  | F.   | 26   | M.                 | Domestic.   | Read and wrote.      | Monomania, hereditary Religious Monomania, hereditary. |
| 16  | F.   | 42   | M.                 | Domestic.   | Read.                |                                                        |

*Habits of Life of the Sixteen Admissions.*—Fifteen temperate; one intemperate.

*Trade or Occupation of those treated in the Asylum, 1864.*

| MEN.                              | WOMEN.                                                                             |
|-----------------------------------|------------------------------------------------------------------------------------|
| Farmers..... 12                   | Domestics, or wives, widows, or ,<br>daughters of Farmers or La-<br>borers..... 46 |
| Laborers..... 17                  | Servants..... 16                                                                   |
| Masons..... 3                     | School-teachers..... 3                                                             |
| Carpenters..... 2                 | Governess..... 1                                                                   |
| Moulders..... 3                   | Wife of tavernkeeper..... 1                                                        |
| Painters..... 2                   | No occupation..... 20                                                              |
| Cabinetmaker..... 1               |                                                                                    |
| Storekeepers..... 2               |                                                                                    |
| School-teachers..... 2            |                                                                                    |
| No ascertained occupation..... 16 |                                                                                    |
| 61                                | —87<br>61                                                                          |
|                                   | Total..... 148                                                                     |

*Domestic Condition.*—Married, 56; widowed, 7, single, 85. Total, 148.

*Religion.*—Protestants, 75; Roman Catholics, 58; other denominations, 15.—148.

*Ages.*—Under twenty, 3; twenty to thirty, 37; thirty to forty, 42; forty to fifty, 34; fifty to sixty, 20; sixty to seventy, 11; seventy, 1. Total, 148.

*Degree of Education.*—Read and write, 44; read only, 26; neither read nor wrote, 64; unknown, 14. Total, 148.

**EMPLOYMENT.**

I have endeavored to carry out, during the past year, employment, regarding with discrimination the choice of the patient, and in some instances it has been instrumental in recovery and productive of great benefit even in those cases where it did not lead to that result, as it contributed much to their tranquillity, health and happiness. Many of the male patients prefer in-door work—carpentry, painting, scrubbing and bed-making. The patient who has charge of the men's dining-room is more exacting with regard to rules than if he were a paid attendant, and his assistants obey his rule and order. Some prefer outdoor employment—the garden or field work in summer, sawing and splitting wood for cooking, attending the laundry furnace; others again have their wishes gratified in having charge of the cattle, farm-yard, teaming, &c. The engineer never wants hands to keep his furnaces supplied with wood. In each of these employments there is a jealousy of any interference with the special duties of each.

What I have stated of the men applies equally to the women. Some choose kitchen or laundry, others needle work, knitting or mending, and not a few sweeping, cleaning or scrubbing.

The following articles have been made up :—

Shirts, 88; chemises, 90; petticoats, 19; dresses, 78; cotton jackets, 12; stockings, 97 pairs; socks, 114 pairs; towels and rollers, 12; pillow slips, 43; bed ticks, 49; sheets, 26; quilts, 12; table cloths, 6; soft soap, 2700 gallons; hard soap, 1440 lbs.

## ALTERATIONS AND IMPROVEMENTS.

Some additions and alterations, and many minor improvements, which were found desirable for the efficiency and comfort of the establishment, have been nearly completed.

Filling in that part of ground between farm yard and door leading to men's departments, in some places from two and a half to three feet, on an average two feet to raise it to level of adjoining ground and to secure good drainage; the space covered and filled in, 8000 square feet.

A road 9 feet wide by 287 feet long from gate passing by engine house to root house and farm yard. The road after being cut out was filled with stone 16 inches deep and then gravelled.

A new ice house, space between walls 14 inches. Saw dust, as suggested by Mr. Ferres, in place of tan bark.

The front of main stairway very much worn; to avoid accident, in washing them, from splinters, had the center of steps (16 inches) covered with zinc; also men's stairway for like cause as high up as first landing.

Louvre blinds for bath-rooms; new sashes in women's water-closets, glass 8 by 10 in place of 19 by 16. The breakage of these large lights was a serious item in the expenses of the Asylum.

I have adopted the same plan as regards the smaller glass in most of the women's rooms, lower flat.

We increased the extent of the drying yard to treble its former size. Part of women's airing ground had to be used occasionally, thereby affording an opportunity for elopers. The addition was poor land unfit for other purposes. The only expense, cedar posts, lumber and nails.

The flue in men's upper day-room made available as a fire-place by one of the patients. It is not only useful as such, but valuable as a means of ventilation.

A plank walk, four feet wide, leading from main road to entrance gate, 330 feet. Work done by attendants and patients.

A new box coil, 6 feet long, made by our engineer; 480 feet of inch iron pipe used in its construction. This coil was placed in drying room, and the one that was in use (too small) brought back to hall.

The circulating steam pipes in the women's lower sitting room were almost useless, moreover the protecting screens were several times torn away by mischievous patients. The engineer fitted up an excellent box coil in place of the pipes.

I may mention here that the building is comfortably warm from top to bottom. During very severe nights the steam heating is continued without intermission, night as well as day. The heating by steam is a valuable addition to our other comforts.

On the 8th of December, about four o'clock, P.M., the laundry maid discovered smoke issuing from stairway leading from laundry to drying-room. She gave the alarm and in half an hour the fire was extinguished; first having torn away the stairs.

The back of the furnaces in engine room are only ten inches from the wall which separate them from the laundry. The wall, brick, twelve inches thick. The stairs were attached to the wall.

It was an extremely cold day (zero) with high wind, large fires were on, the flames acted on the bricks of the wall so as to destroy them. The bricks were probably deteriorated during this and former winters. I had six inches taken off the width of each step, allowing that space between stairway and wall. The wall was rebuilt with coud brick.

The consequences might have been very serious if the smoke had not been seen in time.

Your Board are aware that the house and offices are not insured. Mr. Inspector O'Neill has visited the Asylum since the event, and I consulted him on the necessity of insuring the house and furniture. He stated he would bring the matter before the Board at their next meeting.

There has been no rise in the waters of the Lake since my former report. The same difficulty in pumping by horse power exists. I wrote to Mr. Woodward, New York, who supplied our small engine for pumping water into boilers. Mr. W. sent me a price list of his Patent Improved Safety Steam Pump and Fire Engine. The one marked No. 3

would answer every purpose, not only for supplying the house with water, but also as a fire-engine.

*Particulars of Steam Engine No. 3.*—Diameter of steam cylinder, 7 inches; diameter of water,  $3\frac{1}{2}$  inches; gallons discharged per minute, 52 to 78; price, \$400.

*Amusements.*—The suggestions from the Despatch of the Colonial Office, 1864, have been followed out since the opening of this institution in 1861, as far as circumstances will allow;—regular festivals to vary the monotony of life, and provide subjects for expectation, games, &c.

The situation of an asylum adds or detracts, in many instances, from its resources, and this is a cause for some little latitude in the expenditure. Situated as the building is, on the shores of a beautiful lake, I have availed myself of its position, as a source of amusement and recreation in summer. I purchased a large boat, suited for either sailing or rowing.

In the month of July we had a picnic party on one of the islands. A small steamer was hired to convey over 30 patients to an island, and bring them back again in the evening. All behaved well, and enjoyed themselves,—the melancholic and demented, equally with the excited and imbecile. Two musicians, our own, accompanied, and those who did not dance, (the fewer number,) warbled some old song or hymn, or when excited, a negro melody. Others wandered around, picking wild flowers, or enjoying the *dolce far niente* stretched on the turf, and shaded by the foliage of the beech or maple.

The employments, therefore, of our patients, have not been limited to mere walks in airing-courts, or menial services.

The fact that employment and amusement, as means for preventing the mind from brooding over morbid impressions, has been adopted by Dr. Workman, of the Toronto Asylum, eleven years ago, proves that he has anticipated the suggestions of the Colonial Despatch of 1864. All the Medical Superintendents in Canada and the United States have long since admitted this most important part of their duty, and have acted on it.

“The Colonial Despatch” states that the defects of the Orillia Asylum are “the smallness of the space, 500 cubic feet for each patient in associated dormitories and the “want of land.”

If the Board are satisfied, I should keep the number of patients as at present, viz.: men, 48; women, 80; total, 128, each would enjoy on an average 800 cubic feet. The 1000 feet recommended by the “Despatch” could not be effected without reducing the number to 102.

As to additional land, I can only leave the necessity for such to the action of your Board. The importance of it has been brought forward by me in my former reports.

It is very sad to record that about one-sixth of the patients of the *Orillia Asylum* are addicted to self-abuse. Independent of its being a cause of insanity, the chronic character of most of our cases is mainly to be attributed to this disgusting vice, destroying all promise of recovery.

The several officers and attendants have exhibited the same commendable constancy and fidelity in the discharge of their respective duties as heretofore, carrying out the regulations essential to the prosperity and safety of the Institution and the welfare of its inmates.

The Sunday services are continued by the Rev. Mr. Stewart, Church of England, and the Rev. Mr. Gray, Presbyterian, with no abatement. The Rev. Father Michel has always attended with the utmost promptness, when sent for to visit the sick and dying. All Ministers have free access to those in whom they are interested.

*Contract Prices for Principal Articles of Consumption, 1864.*—*Provisions.*—Beef, per 100 lbs., \$6.50; mutton, do., \$5; bread, 4-lb. loaf, 7 $\frac{1}{2}$ d.; tea, black, per lb., 57c.; tea, green, per lb., 85c.; coffee, 32c.; sugar, 11c.; flour, per brl., \$4.25; rice, per lb., 5 $\frac{1}{2}$ c.; butter, per lb., 17c.; salt, per brl., \$2.50; ale, per gallon, 22c.

*Necessaries.*—Coal oil, per gallon, 45c.; wood, green, per cord, \$1; wood, dry, \$1.50; men's shoes, \$2; Cobourgs, \$2.50; slippers, \$1.75; women's shoes, \$1.75; slippers, \$1.30.

In conclusion, the system, domestic management, order, cleanliness, &c., organized at the commencement, extending to minute but essential details, has not been departed from; so that there is very little difficulty or distraction experienced in conducting the ordinary

concerns of the Institution. I sincerely hope that those unremitted and well-directed efforts on behalf of those for whose benefit this Asylum was established, may be crowned with the blessing of him who "healeth the broken in heart."

I have the honor to remain,

Gentlemen,

Yours respectfully,

J. ARDAGH, M.D.,

Superintendent.

January 20th, 1865.

*Additional Statistical Form, as given in Colonial Despatch, January, 1864.*

TABLE 1.

AGE IN RELATION TO FORM.

| Age at Ad-<br>mission. | Mania. |        | Melancholia |        | Dementia. |        | General<br>Paralysis. |        | Epilepsy. |        | Other Forms. |        | Total of<br>Each. |        |
|------------------------|--------|--------|-------------|--------|-----------|--------|-----------------------|--------|-----------|--------|--------------|--------|-------------------|--------|
|                        | S      | M or W | S           | M or W | S         | M or W | S                     | M or W | S         | M or W | S            | M or W | S                 | M or W |
| Under 20...            | 2      | ...    | ...         | ...    | 1         | ...    | ...                   | ...    | ...       | ...    | ...          | ...    | 3                 | ...    |
| 20 to 30...            | 4      | 2      | 6           | 3      | 8         | 4      | 3                     | 1      | 2         | ...    | 3            | 1      | 26                | 11     |
| 30 to 40...            | 6      | 1      | 2           | 3      | 11        | 8      | 2                     | ...    | ...       | ...    | 8            | 1      | 29                | 13     |
| 40 to 50...            | 3      | 5      | 3           | 2      | 8         | 6      | 1                     | 1      | ...       | ...    | 4            | 1      | 19                | 15     |
| 50 to 60...            | ...    | 2      | 1           | ...    | 2         | 9      | ...                   | 1      | ...       | ...    | 2            | 3      | 5                 | 15     |
| 60 to 70...            | ...    | ...    | 1           | 2      | 2         | 5      | ...                   | ...    | ...       | ...    | ...          | 1      | 3                 | 8      |
| 70 & up-<br>wards. }   | ...    | ...    | ...         | ...    | ...       | ...    | ...                   | ...    | ...       | ...    | ...          | 1      | ...               | 1      |
| Total .....            |        |        |             |        |           |        |                       |        |           |        |              |        | 85                | 63     |

TABLE 2.

AGES IN RELATION TO RESULT.

| Age at Admission.      | Recovered. |        | Relieved. |        | Died. |        | Unchanged. |        | Total. |        |    |
|------------------------|------------|--------|-----------|--------|-------|--------|------------|--------|--------|--------|----|
|                        | S          | M or W | S         | M or W | S     | M or W | S          | M or W | S      | M or W |    |
| Under 20.....          | 2          | ...    | ...       | ...    | ...   | ...    | 1          | ...    | 3      | ..     |    |
| 20 to 30.....          | 2          | ..     | 2         | ...    | 4     | 1      | 18         | 10     | 26     | 11     |    |
| 30 to 40.....          | 1          | 1      | 1         | 1      | 2     | 1      | 25         | 12     | 29     | 13     |    |
| 40 to 50.....          | ...        | 1      | ...       | ...    | 1     | ...    | 18         | 14     | 19     | 15     |    |
| 50 to 60.....          | ...        | ...    | ...       | ...    | ...   | 1      | 5          | 14     | 5      | 15     |    |
| 60 to 70.....          | ...        | ...    | ...       | ...    | ..    | ...    | 3          | 8      | 3      | 8      |    |
| Over 70.....           | ...        | ...    | ...       | ...    | ...   | ...    | 1          | ...    | ..     | 1      |    |
| Total of Patients..... |            |        |           |        |       |        |            |        |        | 85     | 63 |
|                        |            |        |           |        |       |        |            |        |        |        | 85 |

S stands for single; M, married; and W, widowed.

ANNUAL REPORT  
OF THE  
MALDEN LUNATIC ASYLUM

AT AMHERSTBURG,

FOR THE YEAR 1864.

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To the Board of Inspectors of Asylums, Prisons, &c., of Canada.

GENTLEMEN,—I have the honor to submit the Report of this Institution for the year 1864.

On 1st January, 1864, there were 227 patients; 31 have been admitted, making a total of 258 under treatment during the year; 7 have been discharged, and 16 have died, leaving a total of 235 under treatment at the end of the year 1864, as follows:—

	Men.	Women.	Total.
Remaining 1st January, 1864.....	117	110	227
Admitted during "	16	15	31
Total.....	133	125	258

	Men.	Women.	Total.
Discharged in 1864.....	3	4	7
Died in "	8	8	16
Remaining 31st December, 1864.....	122	113	235

By a strange coincidence, the numbers of our admitted, and of our discharged and died, both of men and women, are the same as in 1863.

Of the 7 patients discharged, 6 were restored to reason, and the 7th was so much improved, as to be pronounced well by her brother, who removed her from the Asylum.

Following the system adopted in former years, certain carefully prepared statistical tables are given.

NOTE.—In the total remaining in at end of 1863, the number was stated at 226, instead of 227. This was caused by an error in not properly recording an eloped female patient, afterwards returned to the Asylum.

The *short and unmanageable* form of Note vi., "General Statistical Form for all Lunatic Asylums," (see latter part of Section 51, page 18, of "Colonial Hospitals and Asylums,") is appended; but I could not, without six weeks' incessant labor, give the Returns required under note viii., page 38; neither do I fully understand whether they mean for the last year, or for the whole period, since the first opening of the Institution.

Every person conversant with lunatics, knows full well, that a patient admitted as a maniac, may become melancholic, or demented, before the close of the year; while the lypemaniac, who was admitted during the year, may, at the end of it, be the most raving maniac in the whole establishment. The same nosological variations occur in all Lunatic Asylums; and to attempt to delineate them, from month to month, or from year to year, would be almost impracticable, without giving a detailed history of each case and, even then, the results might, to a certain extent, be confounded with each other, and appear contradictory in themselves.

TABLE No. 1.—Time 6 patients, discharged cured, were under Asylum treatment:—

	Months.	Days.	Remarks.
No. 1.....	3	25	1st attack.
No. 2.....	5	28	" "
No. 3.....	4	28	" "
No. 4.....	7	30	" "
No. 5.....	5	10	Once in Toronto Asylum.
No. 6.....	3	8	1st attack.

TABLE No. 2.—One female, who had spent 13 years, 7 months, and 27 days, at the Toronto and Malden Asylums, was removed by her brother, very much improved; in fact, her friends considered her well.

TABLE No. 3.—Time the 16 patients who died remained under Asylum treatment, and the cause of the death of each:—

No.	Years.	Months.	Days.	Cause of Death.
1.....	2	1	27	General Paralysis.
2.....	12	6	22	Phthisis.
3.....	9	3	21	" (latent.)
4.....	1	3	14	Apoplexy.
5.....	1	8	4	Tabes Mesenterica.
6.....	0	7	28	Old Age.
7.....	1	8	21	Dysentery.
8.....	6	5	11	Phthisis and Apoplexy.
9.....	0	8	6	Tabes Mesenterica.
10.....	13	2	26	Apoplexy.
11.....	2	8	7	"
12.....	0	3	3	Bright's Disease.
13.....	15	1	20	Hydropericardium.
14.....	10	2	8	Phthisis, (latent.)
15.....	0	2	24	Cancer of Stomach.
16.....	12	0	7	Old Age.

TABLE No. 4.—Brief history of 7 patients discharged, 6 of whom were cured, and the 7th very much improved:—

No.	Age.	Sex.	Civil State.	Supposed Cause of Insanity.	Occupation.
1	47	Female.	Widow.	Solicitude for family and friends.	Domestic.
2	40	"	Married.	Puerperal.	"
3	20	Male.	Single.	Fright from a gun.	Farmer.
4	28	"	"	Religious Excitement.	"
5	35	Female.	Married.	Poverty.	Domestic.
6	24	Male.	"	Unknown.	Farmer.
7	38	Female.	Single.	Seduction and remorse.	Domestic.

The ages of the discharged patients varied from 20 to 47 years.

TABLE No. 5.—Brief history of the 16 patients who died during the year:—

No.	Age.	Sex.	Occupation.	Supposed Cause of Insanity.
1	32	Male.	Farmer.	Mental anxiety.
2	53	"	Not known.	Not known.
3	40	Female.	Domestic.	" "
4	21	Male.	Farmer.	Epilepsy.
5	28	"	Joiner.	Brain fever, scrofulous.
6	76	"	Stone mason.	Old age.
7	50	Female.	Domestic.	Family Troubles.
8	44	"	Vagrant.	Epilepsy.
9	33	"	Domestic.	Puerperal.
10	43	"	"	Epilepsy.
11	38	"	"	Spiritualism.
12	24	Male.	Blacksmith.	Typhoid fever.
13	35	"	Laborer.	Epilepsy.
14	58	Female.	Domestic.	Unknown.
15	55	"	"	Cancer of stomach.
16	86	Male.	Farmer.	Unknown.

TABLE No. 6.—Brief history of 31 patients admitted during the year:—

No.	Age.	Sex.	Civil State.	Supposed Cause of Insanity.	Occupations.
1	23	Male.	Single.	Religious Excitement.	Farmer.
2	34	Female.	Married.	Unknown.	Domestic.
3	47	"	"	Grief. (?)	"
4	20	Male.	Single.	Fright of a gun.	Farmer.
5	35	"	Married.	Religious Excitement.	"
6	35	Female.	Widow.	Poverty.	Domestic
7	35	Male.	Married.	Hereditary.	Farmer.
8	22	"	"	"	"
9	54	"	Single.	Unknown—suicidal.	Carpenter.
10	44	"	"	Reverses—General Paralysis.	Farmer.
11	50	"	"	Unknown.	Teamster.
12	37	"	"	"	Farmer.
13	30	Female.	Married.	Puerperal.	Domestic.
14	38	Male.	Single.	Adversity.	Stonecutter.
15	46	Female.	"	Epilepsy.	Sempstress.
16	33	"	Married.	Unknown.	Domestic.
17	24	Male.	Single.	General Paralysis	Blacksmith.
18	55	Female.	Widow.	Loss of Property. (?)	Domestic.
19	43	"	Single.	Unknown.	Sewing, &c.
20	37	"	Married.	Unknown—suicidal.	Domestic.
21	66	Male.	"	Trouble.	Farmer & mil'r
22	25	Female.	"	Unknown.	Domestic.
23	40	"	Single.	Epilepsy.	House work.
24	50	Male.	Married.	Brain Disease.	Farmer.
25	50	"	"	Unknown.	Tailor.
26	42	Female.	"	"	Sempstress.
27	20	"	Single.	"	Servant.
28	35	"	"	"	"
29	43	"	Married.	Intemperance.	Domestic.
30	56	Male.	"	"	Bar-keeper.
31	50	"	Unknown.	Unknown.	Unknown.

TABLE No. 7.—Of the thirty-one patients admitted, three were well educated, fifteen able to read and write, ten to read only; the degree of education in two was unknown, and one had no education.

The duration of insanity prior to admission, as near as could be ascertained, had been :

Less than 3 months.....	7
3 to 12 "	6
1 to 2 years.....	5
2 to 3 "	5
3 to 10 "	3
17 "	1
Unknown.....	4
Total.....	31

TABLE No. 8.—Shewing the counties from which the patients admitted during the year, were sent:—

County.	No.	Sent from Gaol.	Sent by Friends.
Norfolk.....	1	1	0
Oxford.....	7	4	3
Middlesex.....	11	6	5
Elgin.....	1	1	0
Kent.....	4	2	2
Essex.....	6	1	5
* Lambton.....	1	0	1
Total.....	31	15	16

TABLE No. 9.—Patients transferred from the Toronto Asylum, and primary admissions at Malden, with the results:—

	Transferred. Admitted.	Discharged.	Eloped.	Died.	Remaining.
Transferred from Toronto—Men.....	119	3	2	23	91
Women.....	95	2	1	12	80
Total.....	214	5	3	35	171
Primary admissions at Malden—Men...	48	9		8	31
Women	54	16		5	33
Total.....	—102	—25	—	—13	— 64
Grand Totals.....	316	30	3	48	235

TABLE No. 10.—Time 30 patients, discharged cured and relieved, were in Asylum :

Cured during 1st year in Asylum.....	21
" " 6th " "	1
" " 8th " "	1
" " 10th " "	1
" " 13th " "	1
	25
Relieved during 1st year in Asylum.....	5
	30

TABLE No. 11.—Nativity of 31 patients admitted during 1864:—

Canada	12
Ireland	10
England.....	5
Scotland.....	3
United States.....	1
	31

GENERAL STATISTICS.—TABLE NO. 1.

	Number remain- ing on 1st Jan., 1864.	Admitted during 1864.	Average inmates during 1864.	Died.	Discharged.			Average stay of those decd or discharged during 1864.	Number of those who having entered be- fore the year 1864 still remain.
					Cured.	Relieved.	Unimproved.		
Males.....	117	16	120	8	3	.....	161 days nearly....	110
Females.....	110	15	112	8	3	1	199 " "	100	
Total.....	227	31	232	16	6	1	3939 days during 1864.	210	

TABLE NO. 2.

	Remaining over from former years.		Admitted during 1864.		DISCHARGED.				DIED.	
	Males.	Females.	Males.	Females.	Recovered.		Relieved.		Males.	Females.
					Males.	Females.	Males.	Females.		
Mania.....	32	29	11	7	3	2	.....	.....	2	1
Melancholy.....	9	11	3	6	.....	1	.....	.....	.....	4
Dementia.....	68	63	.....	1	.....	.....	.....	.....	4	3
General Paralysis.....	4	1	2	.....	.....	.....	.....	.....	.....	.....
Epilepsy.....	4	5	.....	1	.....	.....	.....	.....	.....	.....
Other Forms.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	117	110	16	15	3	3	.....	.....	8	8

TABLE NO. 3.—OBITUARY FOR THE YEAR 1864.

Number.	Date of last admission and of death.		Age at death, and whether single or married.		Mental and bodily state on admission.	Duration (and cause?) of disorder.			Assigned cause of death.	P. M. signifies post mortem was made.
	Admission.	Death.	Age.	Single.		Years.	Months.	Days.		
1	5th Nov., 1861.....	2nd Jan., 1864.....	32	1	General Paralysis.....	2	1	27	General Paralysis...	
2	12th July, 1851.....	4th Jan., 1864.....	53	.....	Unknown.....	12	6	22	Phthisis.....	
3	21st Sept., 1854.....	12th Jan., 1864.....	40	.....	Melancholy and Consumption.....	9	3	21	Phthisis (latent)...	
4	28th Feb., 1863.....	14th June, 1864.....	21	1	Demented, Epileptic.....	1	3	14	Apoplexy.....	P. M.
5	19th N. V., 1862.....	22nd July, 1864.....	26	1	General Paralysis.....	1	8	4	Tabes Mesenteria...	P. M.
6	7th Dec., 1863.....	4th August, 1864.....	76	.....	Senile Dementia, weak.....	.....	7	28	Old Age.....	P. M.
7	21st Nov., 1862.....	11th August, 1864.....	51	1	Melancholy, good.....	1	8	21	Dysentery.....	
8	17th March, 1858.....	25th August, 1864.....	44	1	Demented, Epilepsy.....	6	5	11	Phthisis Apoplexy...	P. M.
9	21st Dec., 1863.....	27th August, 1864.....	34	1	Puerperal Mania.....	.....	8	6	Tabes Mesenteria...	
10	29th May, 1851.....	22nd Oct., 1864.....	43	1	Demented, Epileptic.....	13	2	26	Apoplexy.....	P. M.
11	13th Feb., 1862.....	30th Oct., 1864.....	38	1	Melancholy, good.....	2	8	7	Apoplexy.....	P. M.
12	20th August, 1864.....	21st Nov., 1864.....	24	1	General Paralysis, very weak.....	.....	3	3	Bright's Disease...	P. M.
13	11th Oct., 1849.....	29th Nov., 1864.....	35	1	Dementin, Epilepsy.....	15	1	20	Hydropericardium...	P. M.
14	23rd Sept., 1854.....	29th Nov., 1864.....	58	.....	Dementia, Consumptive.....	10	2	8	Phthisis (latent)...	
15	8th Sept., 1864.....	1st Dec., 1864.....	55	1	Melancholy, Emaciated.....	.....	2	24	Cancer of stomach...	
16	25th Feb., 1852.....	3rd Dec., 1864.....	86	1	Dementia, good.....	12	9	7	Old Age.....	

Idiotic patients are included with the demented in all the above tables. Seven of the patients who died during the year were subject to epileptic and apoplectic seizures.

INTERESTING POST MORTEM EXAMINATIONS.

I.

J. L. S.—A male, native of Ireland, 25 years of age, was admitted at Malden on 19th November, 1862. He was of light complexion, medium height, and a carpenter by trade. When in Ireland he had at one time worked at repairing a roof of one of the manor houses of His Excellency Lord Monck, and was constantly fretted and alarmed about having appropriated some copper taken from the roof for his own use. He presented many of the symptoms, such as stuttering speech, staggering gait, &c., of the generally paralytic. He was idle, taciturn and selfish, and generally wished to be alone. The scrofulous diathesis was strongly marked in him, and a careful examination of the chest shewed the lungs to be far advanced in disease. He coughed and spat up much tubercular matter. He finally expired of colligative diarrhoea on 22nd July, 1864.

Post Mortem.—Cranial bones thin, gray matter scanty in the cerebral, but normal in cerebellar portion of the brain, right lung nearly solid from tubercular deposits, left healthier but much diseased, both lungs bound to the thorax by extensive pleuritic adhesions. The mesentery was engorged and the mesenteric glands were enormously enlarged by scrofulous depositions. The small intestines were inflamed, numerous small ulcers were found on the mucous surface, and one large one appeared to have penetrated all the intestinal coats; the mucous lining of this portion of the intestines was very soft and much disintegrated. The other thoracic and abdominal organs appeared healthy.

II.

M. B.—A female, married, native of Ireland, aged 30 years, was admitted at the Toronto Asylum on the 29th May, 1851; was transferred to Malden on 17th December, 1859, and died 22nd October, 1864. During the whole period of her asylum residence she was subject to frequent, severe, and distressing epileptic and apoplectic seizures (sometimes she would have half a dozen fits in twenty-four hours). She was always idle, untidy, filthy and listless, but peevish, cross and quarrelsome. Her bodily health generally appeared good, although she was much emaciated, by frequent convulsions, before death.

Post Mortem.—Brain substance softened almost to the consistency of cream. When removed from the skull it flattened and slight pressure reduced it to a pulpy, jelly-like substance. The cineritious and medullary matter appeared once to have been present in due proportion to each other. No unnatural protuberance was observed on the internal surface of the cranial bones. The upper lobes of both lungs were healthy, while the lower lobe of each was studded with tubercles. Slight pleuritic adhesions existed in each chest. The liver was a little mottled; the spleen contained a number of hard, small, cartilaginous substances, and the small intestines were slightly inflamed.

Note.—Brain softening in an epileptic, and tubercular deposition commencing in the lower lobes of the lungs, are both unusual in pathology.

III.

P. C.—A female, single, aged 36 years, insane 10 years, was admitted at Malden on 13th February, 1862, and died of apoplexy on the 30th October, 1864. While in the Asylum she was ordinarily quiet, but idle and untidy. At times she became boisterous and quarrelsome, used very obscene language and manifested a strong tendency to elope. She had a severe attack of apoplexy in October, from the effects of which she never rallied.

Post Mortem.—Scalp removed easily: cranial bones very hard and thick, and contained but a small quantity of diploëa. The dura-mater bore marks of inflammation in several places, the brain substance was soft, and the veins in the convolutions were gorged with blood. In the right anterior cerebral lobe, three cavities filled with clotted blood were found. The first was near the apex of the lobe, the second immediately behind it, and the third near the greater ala of the sphenoid. The last about the size of a small hen's egg, showed the ruptured end of a small blood-vessel. The other two were each nearly as large as an ordinary marble. All the cavities were lined by a tough membrane. There was no corresponding lesion of the opposite side, but the portion of brain immediately over the left orbit was as tough as tanned leather, and full of punctæ. The heart had a half-inch coating of fat all around it, into which the muscular tissue of this organ

seemed to be degenerating. The thorax and abdomen were covered with adipose tissue from one inch to an inch and a half in thickness, and the epiploon was clogged with it.

IV.

J. R.—A male, single, 24 years of age, born in Canada, blacksmith, was admitted at Malden on 20th August, 1864, and died 22nd November, 1864. At the time of his admission he presented all the symptoms of general paralysis in its most aggravated form, and he never left his bed except when taken out to be cleaned and changed, during his asylum residence. His insanity, which had been of short duration, was ascribed to typhoid fever. While in the Asylum he was perfectly helpless, seldom spoke, had to be fed like a child, and passed his urine and excrements in the bed. After a time annoying bed-sores were formed, of the very existence of which he did not seem to be aware, and he finally expired very much emaciated.

Post Mortem.—On the inside of the cranial cavities the elevations and depressions of bone, corresponding to the convolutions of the brain were strongly marked, especially in the anterior fossa. The relative quantity of brain substance was nearly normal. The cerebral lobes were much hardened. The cerebellum, as well as the pons variola and medulla oblongata were quite soft. The arachnoid and pia-mater showed signs of previous inflammation. The peritoneum displayed active peritonitis of a chronic character. The kidneys were flabby, congested and much enlarged, especially the left, in which a small calculus was found, a form of Bright's disease caused by retention of uræa in the system, and the inflamed state of the serous membranes and other textures would go far to support this opinion.

V.

J. B.—A male, single, 20 years of age, a laborer, born in Ireland, was admitted as a patient of the Provincial Lunatic Asylum at Toronto, on 11th October, 1849, transferred to Malden 3rd October, 1859, and died 29th December, 1864. This patient was generally quiet and harmless, but, when unobserved or in a crowd, would strike a fellow patient a furious blow with his fist or give him "a back-handed slap" in the face. He was idle, untidy, and subject to frequent apoplectic seizures.

Post Mortem.—Pigeon-breasted. The scalp was thick and easily separated from the cranial bones. Near the posterior fontanelle about two ounces of blood was effused between the arachnoid and pia-mater. The brain generally was very hard. The right lung was healthy. The left pleural cavity was obliterated, and the left lung consisted in the upper lobes of compressed cavities, containing small portions of pus, and in the lower lobe of condensed tubercles. In the cavities of the pericardium there was about 12 ounces (9 measured and at least 3 lost) of yellow, stringy, fibrinous fluid. In the apex of the cavity strong adhesions existed. Numerous hard little nodules were found on the triangular valves, and nearly the whole of the muscular structure of the heart was converted into adipose tissue. The liver was congested, and in the gall bladder a large calculus was found. The kidneys were large, congested and flabby. The other internal viscera appeared to present a healthy condition.

The sewing-room, under an efficient sempstress, continues to be of great moral benefit and usefulness to the female patients, as well as of profit to the Institution.

The value of our farm and garden products amounted to nearly \$2,700. When it is taken into consideration that our land has only been a few years under cultivation, since 1861, I think the Board will be gratified with the saving thus effected in our annual expenditure, by raising vegetables which would otherwise have to be purchased, and that too off a smaller quantity of land than is appropriated for pleasure grounds in many similar Institutions containing fewer inmates. In fact it is doubtful if many lots in Canada of the same size have, under the most favorable circumstances, yielded larger returns.

In the fall about 450 yards of break-water was made. This structure now extends along the whole river frontage of the Asylum grounds, a distance of 1,144 yards, or nearly two-thirds of a mile.

The gap between the brick buildings has been built up during the year, by means of which additional accommodation for from six to eight female patients has been secured. There is not, however, a vacant bed in the male wards.

The pony-engine and the boiler, purchased by the Board will soon be in working order. This will be a great boon to the Institution. It will save the horses, pump the water more cheaply and quickly, and be an additional safeguard (in fact the best), if a fire should unfortunately break out in any of our buildings, the most of which are wooden structures.

Other minor improvements which tend to promote the well-being of the establishment have been effected.

Enclosed is a list of the articles in use in the Asylum.

Annexed is an analysis of the expenditure for 1864. The meat account is large, but this is owing partly to the new financial arrangements under which we have to transmit to the Honorable, the Receiver General, the cash received for hides, &c., &c., and partly to the purchase of a number of cattle in the fall, when cheap (\$4.00 per hundred), intended for slaughter in March and April, when beef is generally worth from \$7.00 to \$9.00 per hundred, by which a large saving will be effected in the expenditure for 1865.

We continue under obligations to Ministers of different persuasions for the performance of divine service twice on every Sabbath, and occasionally on week-day evenings.

The proprietor of the *Essex Record* (a tri-weekly and weekly) and the *Essex Journal* (weekly) continue to merit our warmest thanks for gratuitously sending copies of their valuable publications.

Another year, with its "sunshine and shadows" has dawned upon us. Believing that your Board will exercise a careful, humane and enlightened supervision over this Institution, and fully trusting for aid from an All-wise Being in our efforts to ameliorate the afflictions of our fellow creatures,

I have the honor to be, Gentlemen,

Your most obedient servant,

ANDREW FISHER, M. D.,

Medical Superintendent.



ANNUAL REPORT

OF THE

ROCKWOOD LUNATIC ASYLUM,

FOR THE YEAR 1864.

To Edmund A. Meredith, Esq., James Moir Ferres, Esq., Terence J. O'Neill, Esq., and
J. Z. Tassé, Esq., Inspectors of Asylums, &c.

KINGSTON, C. W., Feb. 8th, 1865.

GENTLEMEN,—I have the honor to forward herewith, for the information of the Board, a return of the number of insane treated in the Asylums at this place, during the year 1864.

The following abstracts are taken from the daily report book, and from the books of admission, discharges and deaths:—

Number of Lunatics treated in the Asylums during the year 1864.....	122
“ “ remaining in the Asylum on the 31st Dec., 1863.....	98
Criminal Lunatics, and Lunatics dangerous to be at large, sent under warrant from the County Gaols in 1864.....	13
Convict Lunatics sent from the Penitentiary in 1864	11
	—122
Number of Lunatics in the temporary Asylum within the Penitentiary on the 31st Dec., 1864.....	48
Male Lunatics in the new Asylum at Rockwood on the 31st Dec. 1864.....	22
Female Lunatics in the temporary Asylum at Rockwood on the 31st Dec., 1864.....	25
Number discharged cured and relieved in 1864.....	16
Number who have died in 1864.....	11
	—122

Eleven insane convicts, as stated above, were received during the year from the Provincial Penitentiary, or were transferred from the Prison to the Asylum soon after their arrival from the County Gaols. Nine convicts were discharged from the Asylum cured during the year, and one insane convict died therein from pulmonary consumption. The percentage of deaths in 1864 was 9.01; in 1863 it was 3.63.

I have thought it my duty to urge upon the Board, in my successive Annual Reports, the importance of completing the new building at Rockwood, and of transferring the patients from the basement of the Penitentiary to the structure preparing for them. The Board have aided my efforts by every means in their power, and in a few days I expect to be enabled to transfer the lunatics from the Penitentiary, where some of them have been incarcerated since 1855. The portion of the new building preparing for their reception

may be made to accommodate 125 male lunatics. The temporary female Asylum receives 25. From the month of February, 1865, we shall have accommodation for 150 patients, and, by the close of the year, this accommodation will be nearly doubled.

If the recommendation of the Board should be eventually acted upon by the Executive, and the new Asylum, when it is completed, made the Asylum for the Eastern Division of Upper Canada, it will be rapidly filled by the insane from the counties adjacent to it. Practically, indeed, it is becoming the Asylum for the Eastern Division of the Upper Province. As the Statute at present stands, patients from the counties to the North and the East of Kingston are generally brought under the law for providing for the safe custody of lunatics dangerous to be at large, and are sent here under warrant, instead of being sent past Kingston to Toronto, as would be the case, if no Asylum existed here. The counties are naturally solicitous to save expense, in sending the insane to the nearest Asylum, and as no one cares to give bail for the good conduct of a lunatic, it is not difficult for the county authorities to bring the case of the lunatic within the operation of the law to which I have referred. This is, however, to a certain extent, an evasion of the Statute; and if Parliament should sanction an alteration of the law, and the conversion of this Institution into an Asylum for the District, the patients would be received as at Toronto, and there would be no further evasion of the law.

I likewise forward herewith the statistical tables required by the Board. I have abstained from entering upon any general analysis of the cases, until the patients are transferred to the new Asylum. But one item in the tables merits attention. The record of deaths in the different Institutions will shew that the average duration of stay in the Asylum before death, for female patients, from the first formation of the Asylum at Rockwood, in the year 1857, is 61 months. The average stay of the male lunatics who died in the basement of the Penitentiary, since the establishment of the Asylum in 1855, is 30½ months, or about one-half of the time. The average stay of female lunatics before death, in the Asylum at Rockwood, for the year 1864, is 73½ months. The average stay of the men who died in the basement of the Penitentiary within the same year, is 27¾ months, or just one-third. In the one case, two male patients die in the same period of time as one female; in the other case, three men die in the same time as one woman. This great disparity will explain, and, I hope, justify my anxiety for the transfer of the patients to the more salubrious locality. It is true, the general sanitary condition of the patients has been good, and the insane in the Penitentiary have escaped the typhoid fever, which has prevailed among the convicts in the same Institution; but the fact stated is not without its significance, in showing how much the new building at Rockwood is needed, especially if it be taken in connection with the reports of the Board, of the great want of Asylum accommodation for the insane of the Province.

I have the honor to be,

Gentlemen,

Your very obedient servant,

J. P. LITCHFIELD, M.D.,

Medical Superintendent of the Asylum.

ROCKWOOD LUNATIC ASYLUM, KINGSTON, CANADA WEST.—TABLE I.

	Number remaining on January 1st of past year.	Admitted during the subsequent year.	Average inmates during such year.	Died.	Discharged.			Average stay of those dead or discharged during the year.	Number of those who having entered before such still remain.
					Cured.	Relieved.	Unimproved.		
Males*.....	72	21	73	9	13	1	.....	21 mos..	55
Females.....	26	3	25	2	1	1	.....	63 mos..	22
Total.....	98	24	97	11	14	2	.....	84 mos..	77

*One coloured male.

J. P. LITCHFIELD, M.D.,
Medical Superintendent.

Kingston, C. W., 1st January, 1865.

ROCKWOOD LUNATIC ASYLUM, KINGSTON, CANADA WEST.—TABLE II.

	Remained over from previous year.		Admitted during year.		Discharged.				Died.		Average stay of dead or deceased during the year.	
	M	F.	M.	F.	Recovered,		Relieved.		M.	F.	M.	F.
					M.	F.	M.	F.				
Mania*.....	40	15	15	3	12	1	1	1	7	2	31 mos	78 mos
Melancholia.....	5	2	3	.....	1	.....	.....	.....	1	.....	2 "	.....
Dementia.....	8	4	1	.....	.....	.....	.....	.....	.....	.....	48 "	.....
General Paralysis.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
Epilepsy.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other forms.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

*One coloured male.

J. P. LITCHFIELD, M.D.,
Medical Superintendent of Asylum.

Kingston, C. W., January, 1865.

ROCKWOOD LUNATIC ASYLUM, KINGSTON, CANADA WEST.

TABLE III.—OBITUARY FOR THE YEAR.

Number in register or name.	Date of last Admission and death.	Age at death and whether single, or married, or widowed before admission.	Mental and bodily state on admission.	Duration and cause of disorder.	Assigned cause of death.	Postmortem examination and weight of organs in ounces avoirdupois.
Edward Kolb.....	Admitted 18th Dec, 1863, died 3rd Jan, 1864.	Age 55 years, married.	Chronic mania, extreme exhaustion.	Two weeks, interperance.	Erysipela and General debility.	Lungs tuberculous.
Luke Boyde.....	Admitted 27th Aug, 1863, died 19th Jan, 1864.	Age 40 years, married.	Acute mania, debility and violent maniacal excitement.	Five months, interperance.	Pulmonary Consumption.	Lungs full of tubercles and cavities.
Stephen Wenver.....	Admitted 29th June, 1857, died 11th Feb, 1864.	Age 42 years, married.	Chronic mania, scrofulous.....	Seven years, hereditary.	Pulmonary Consumption.	Lungs tuberculous.
Michael Levy.....	Admitted 5th March, 1861, died 12th March, 1864.	Age 29 years, single.	Chronic mania, scrofulous diseases.	Three years, hereditary.	Pulmonary Consumption.	Lungs tuberculous.
John McKeiray.....	Admitted 15th Nov, 1859, died 6th April, 1864.	Age 58 years, single.	Chronic mania, extreme debility.	Four years, interperance.	Pulmonary Consumption.	Lungs tuberculous.
Thomas Ferguson.....	Admitted 5th March, 1861, died 5th May, 1864.	Age 24 years, single.	Chronic mania, paralysed.....	Four years, exposure.	Pulmonary Consumption.	Lungs tuberculous.
Alice Ryan.....	Admitted 19th Dec, 1858, died 18th May, 1864.	Age 30 years, single.	Acute mania, great debility..	Six years, irregular habits.	Pulmonary Consumption.	Lungs tube entous.
Daniel Hall*.....	Admitted 18th Aug, 1862, died 23rd May, 1864.	Age 28 years, married.	Recurrent mania, good.....	Two years, congenital.	Pulmonary Consumption.	Lungs tube entous.
Sarah Ashley.....	Admitted 20th June, 1863, died 13th Sept, 1864.	Age 30 years, married.	Chronic mania, feeble.....	Six years, domestic troubles.	Dropsy and general debility.	Cavity in lung.
John Watson.....	Admitted 4th March, 1863, died 10th Dec, 1864.	Age 48 years, single.	Chronic mania, feeble.....	Twenty months, irregular habits.	Pulmonary Consumption.	Cavity in lung.
Francis Morrison.....	Admitted 28th Nov, 1864, died 27th Dec, 1864.	Age 45 years, married.	Melancholia, extreme exhaustion.	One month, pecuniary distress.	Pulmonary Consumption.	Cavity in lung.

*Coloured.

J. P. LITCHFIELD, M. D.,
Medical Superintendent of Asylum.

Kingston, C. W., 1st January, 1865.

PROVINCIAL PENITENTIARY.

WARDEN'S REPORT

FOR 1864.

REPORT OF DONALD AENEAS MACDONELL, Esquire, Warden of the Provincial Penitentiary of Canada, for the year 1864.

To the Board of Inspectors of Asylums, Prisons, &c., &c.

GENTLEMEN :—The Secretary of the Board having called my attention to the necessity of making an early Report, as Warden of the Institution, as also to obtain those requisite from the other Officers of the Institution, I have therefore endeavoured to meet his views with the least possible delay.

It is of very-great importance to the public, that the general transactions of this extensive Institution should come before the Legislature of the Province at its present Session, and thereby be made public in order that the country may have a knowledge of the proceedings which have taken place relative to its general management. It is a fact, that numbers of persons visit this Institution, but such is merely an inspection which affords a view of buildings and convicts without having an opportunity of examining into particulars, therefore in order that the community may have a full view of the general affairs of this establishment, it is desirable that a greater number of your Annual Reports should be sent to the executive officer of this Institution for distribution.

While making allusion to the subject of parties visiting the Institution, I would strongly recommend that an entrance fee of a quarter of a dollar be exacted from all parties with the exception of such as are authorized an entrance by an Act of the Legislature. This is a matter of some moment, as on some occasions two or three guards are employed in accompanying visitors. The entrance fee as above noted, though a small one, would have the effect of decreasing the number of parties who have apparently no other interest than to see and be seen and to stare at the unfortunate convicts and at the buildings, which last are, no doubt, well worth viewing.

It is essential that this Institution should be considered as a place for the punishment of those who have transgressed the laws of the land, and who should be made to know that there is a penalty attached to their crimes, which should be strictly enforced, with firmness, tempered at the same time with judgment and humanity.

Coupled with these introductory remarks, I wish it to be understood that I feel anxious and will endeavour to make a general detail of all the prominent transactions of the year 1864.

ACCIDENTS WHICH HAVE HAPPENED TO CONVICTS DURING THE YEAR 1864.

I am pleased to be enabled to state, for the information of the Board of Inspectors,

that the accidents occurring to convicts in the progress of their labour, have not for this year been serious, as above stated; and if we reflect upon the various works in progress I consider there is great reason to be thankful.

The following were the most serious.

May 3rd, 1864.—Convict, Henry Cromwell fell into one of the boilers in the wash-house, owing to which he was forty-one days confined in the hospital.

May 9th.—Convict, John Boyce fell at Rockwood, twelve days in hospital previous to recovery.

July 9th.—Convict, John Watt, Junior, received a fall in the new Cabinet Shop, caused fracture of leg and remained fifty-eight days in hospital, being unable to resume work.

July 22nd.—Convict, William Jessman met with a dislocation and fracture from a fall at Rockwood, he was forty-five days in hospital, before regaining sufficient strength to admit of returning to his ordinary occupation.

I am much gratified to make mention that the convicts as above named, are now at work; a number of very trivial injuries have been classed as accidents, but if the parties were outside of these walls they would not be considered of much consequence, consequently I did not think it necessary to note them with those as above.

WORKS CARRIED ON WITHIN THE PENITENTIARY WALLS AS WELL AS AT ROCKWOOD,
AND ON THE FARM BY CONVICT LABOUR.

The first work of importance being executed by convict labour is the Rockwood Lunatic Asylum, the west wing of which has been in progress during the late building season, and I am much pleased to be enabled to report a very satisfactory advance, so much so, that an extensive part of it has been roofed in though it has not as yet been covered with tin.

I am happy to state that this building has at length attracted the notice of the public, and are rejoiced to hear it spoken of as a substantial and well finished building, and one well calculated for the purposes for which it is intended.

The architect, Mr. Coverdale, has been untiring in his attendance at the works, and in fact has been most particular in every matter connected with them.

No person excepting those who have been eye-witnesses to its progress, can have any idea of the drains which encompass and cross it wherever it could be imagined necessary. In fact I may with great safety state that it was only the circumstance of the labour being within call, that could accomplish the making of such sewers, &c., being all stone excavations, and to advance so far with a building of such strength and magnitude, which I trust may long continue a monument to the skill and perseverance of the architect, as well as to the labour and industry of the convicts.

The following improvements have been carried out on the Penitentiary Farm, viz.: a field of — acres cleared of stone and ploughed for the first time, with the view of enlarging our cultivation of vegetables for the use of the convicts. Some late improvements have also been made in the yard enclosing the hog pens. The road leading to the pens has been repaired, as also the road to the barn.

The changes within the walls of the Penitentiary are connected with the contract entered into with Messrs. Thompson, Roux & Co., which the Board of Inspectors deemed advisable, in consequence of the number of convicts who were employed at unprofitable labour in the yard, such as stone-breaking, &c., as well as with the view of introducing a branch of mechanical labour, which would be beneficial to the convicts as well as to the Institution in after years. In order to enable this contract to be carried out it was necessary that the Contractors should be furnished with sufficient room. With this view the Board of Inspectors, with the consent of the Cabinet Contractor, Samuel I. Drennan, Esq., prepared other shop room, which has been successfully carried out in what may be termed, the West Shops, the basement of which was then occupied by stone-cutting gangs, and bath house, which included a space in the basement and first story. The erections necessary to carry out the Contract of Messrs. Thompson, Roux & Co., have been the construction of a large chimney, ninety-six feet in height, called an air furnace, and three annealing furnaces, as well as extensive repairs to the floors of the shops. A building enclosing the cupola of the contractors and a short chimney attached thereto, has been erected by

convict labour, but at the costs and charges of the contractors. Also two japan ovens and pattern rooms have been built. The convicts have also aided in the erection of the machinery in connection with the steam engine attached to the Malleable Iron Contract, and I am pleased to be enabled to remark that the whole of the preparatory arrangements connected with this contract have been gone through with so far as the engagements with this Institution are concerned. It now remains for the contractors to go on with their manufactures. And when we reflect upon the great extent of shop room given them; there is every reason to hope that the contract may progress in a manner satisfactory, both for the interests of the Contractors as well as for the Institution, in employing the convict labour. Consequent upon the extensive shop room given over to the Malleable Iron Contract we have been obliged to erect a frame shop to be occupied by stone-breakers and oakumpickers; also a new building for the fire engines belonging to the Institution, and a new engine house for the Cabinet Contractor, rendered necessary by the removal of his work to the new shops on the west side of the yard.

It is very satisfactory to mention that the tinning of the roof of the north wing of the Prisons was accomplished last fall; this is a work for which I was most anxious on account of the danger of fire, owing to its shingle covering and having become leaky in several places. The east and west wings still remain to be tinned, and I cannot too strongly recommend their being done with the least possible delay. On these two wings being completed it will afford a great security, as the three Prisons will, in my opinion, be then safe from fire. The interior of the north wing is in general wood work, with the exception of the underground story and the old dining hall, now the basement of the Female Prison, unless from the rooms and offices over head, but, with ordinary care, after the tinning of the roofs of the east and west wings, should be considered safe from fire.

NUMBER OF CONVICTS SENT TO THE PROVINCIAL PENITENTIARY IN THE YEAR 1864, AND
A COMPARISON WITH THE NUMBERS SENT IN 1863.

The number of male convicts received in this Institution in 1864 was 147, and 19 female convicts were admitted during the same period, making 166 in all. In the year 1863, the number of male convicts received was 265, females 30, making 295 for that period, so that in 1864 there was a falling off of 118 male prisoners and 11 females, making a total reduction of 129 from the number received the year previous.

I can only account for this decrease in the number of male convicts from the fact that great numbers of the loose and marauding population have left this Province for the United States, being attracted there by the report of high wages for labour and excessive bounties given for substitutes to serve in the Army of the Northern States. This is a very satisfactory reduction, and I am informed that the decline in numbers both at Sing-Sing and Auburn Prisons, is also very apparent.

Nine convicts have been removed to the Criminal Lunatic Asylum within these walls during the year 1864. Some of this number, it is very probable, will soon be returned to my custody. Four convict lunatics have been sent back and have resumed their work during the year. In fact the quota of convict lunatics will very probably be increased on their being removed to Rockwood, as the place is beautifully situated, and there is no doubt a residence there will be more pleasant than confinement and labour in the Penitentiary. However, it is well they have to undergo an inspection and inquiry before being granted admittance. No doubt some are very expert and deceitful, but it is better to suffer some imposition than that a convict who is actually insane should suffer any harsh treatment.

It has pleased His Excellency the Governor General to pardon twenty male convicts and one female convict during the past year, which is seventeen over the number pardoned in 1863. Some of those unfortunate men were suffering from sickness and released with the hope that they would regain their health by a change of air and being restored to their sorrowing friends.

I regret exceedingly that the prison has been seriously visited with an epidemic during the period which this report embraces, the same as was brought to the Penitentiary in 1862, by a deserter from the American Army; but as its health and purity is particularly connected with the duty of the Surgeon, I will merely take upon myself as Warden to state the fact of his being untiring in his attendance upon the sick, and that the unfortunate persons undergoing his treatment are quite sensible of his attention and kindness.

His report upon the state of the Penitentiary and the health of its inmates is an important document, as giving a general detail of the anxiety of all parties to improve its ventilation and general cleanliness.

It is with extreme regret I am obliged to notice the escape of a convict named Oliver Hamilton, from the Penitentiary Farm on the 23rd of September last. It is evident that this convict effected his escape in consequence of his keeper having placed too much confidence in him, of which the ungrateful fellow did not neglect to avail himself on the first favorable opportunity. It is probable that Hamilton might have been captured, but too much time was lost in searching about the locality before the escape was made known at the Institution.

The Keeper, James Campbell, under whom this unfortunate occurrence took place, is a most valuable and exemplary man. The Board of Inspectors having taken into consideration his good standing; kindly refrained from dismissing him from his situation. Hamilton is reported to have crossed the St. Lawrence in or about the neighbourhood of Summerstown, in the Township of Charlottenburgh, County of Glengarry, and enlisted in the Northern army. Any case of escape from the Provincial Penitentiary is a serious matter, as the example is fraught with danger, and is the cause of much anxiety and pain to myself as its executive officer.

RETURN OF THE MOVEMENTS OF CONVICTS IN THE PROVINCIAL PENITENTIARY DURING THE YEAR 1864.

Male convicts remaining in Provincial Penitentiary on 31st Dec., 1863.....	759
Female " " " "	64
	823
Male convicts received in Provincial Penitentiary from Jails during 1864	146
Female " " " "	19
Male convicts received from Reformatory, C. E.....	1
Female " " Criminal Lunatic Asylum.....	4
	993

LESS.

Male convicts discharged by expiration of Sentence.....	162
Female " " " "	17
Male convicts pardoned.....	29
Female " "	1
Male convict removed to Reformatory, C. W.,.....	1
" " by Military authority.....	1
Male convicts who died.....	40
Female " "	2
Male convicts removed to Criminal Lunatic Asylum.....	9
Female " " " "	1
Male convict who escaped.....	1
	264

Total Male and Female convicts remaining in Prov'l. Penitentiary on 31st Dec., 1864...729

Summary.

Convict Men.....	667
Convict women.....	62
Total	729

Convicts committed to the Provincial Penitentiary during 1864, were convicted in the Districts, United Counties and Counties, as follows:—

Districts in Canada East.

Arthabaska, 1; Beauharnois, 1; Bedford, 5; Joliette, 2; Montreal, 17; Ottawa, 1;
20 153

Quebec, 9; St. Francis, 7; Three Rivers, 2; Total for Lower Canada, 45; Reformatory for Lower Canada, 1.—Total 46.

Districts in Canada West.

Algoma, 2.

United Counties in Canada West.

Frontenac, Lennox and Addington, 12; Huron and Bruce, 4; Lanark and Renfrew, 4; Leeds and Grenville, 1; Northumberland and Durham, 5; York and Peel, and City of Toronto, 21; Brant, 6; Carleton and City of Ottawa, 2; Elgin, 3; Essex, 4; Grey, 3; Haldimand, 5; Hastings, 3; Kent, 3; Lambton, 3; Lincoln, 4; Middlesex, 4; Norfolk, 2; Ontario, 4; Oxford, 4; Peterboro', 3; Simcoe, 2; Waterloo, 1; Welland, 1; Wellington, 4; Wentworth, 10; Total for Upper Canada, 128; Lower Canada, 46; Algoma, 2.—Total 166.

Statement of the various Crimes of which Convicts committed to the Provincial Penitentiary in the year 1864, were convicted, and the number Sentenced on each offence.

Aggravated assault, 1; Arson, 4; Assault with intent to Rape, 5; Assault with intent to do grievous bodily harm, 1; Assault with intent to rob, 2; Attempting to fire a building and prison breach, 1; Bigamy, 1; Burglary, 3; Burglary, Horse Stealing and Larceny, 1; Carnally knowing a girl under 12 years, 1; Cattle stealing, 2; Cutting and wounding with intent to do grievous bodily harm, 1; Embezzlement, 2; Felony, 10; Forgery, 12; Found by night with implements of House-breaking, 1; Horse Stealing, 17; Killing an Ewe with intent to steal the Carcass, 1; Larceny, 56; Larceny and Felony, 1; Larceny from his master, 1; Larceny from the person, 1; Larceny and receiving, 2; Manslaughter, 4; Misdemeanor, 4; Murder, 1; Pretended Marriage, 1; Rape, 3; Receiving stolen goods, knowing them to be stolen, 2; Receiving stolen goods and money, 1; Receiving stolen money, 1; Robbery, 3; Sheep killing, 1; Sheep stealing, 4; Shooting with intent, 1; Shooting with intent to do grievous bodily harm, 2; Stabbing with intent to do grievous bodily harm, 4; Stabbing with intent to Murder, 1; Stealing from the person, 1; Stealing money, 1; Stealing from a shop, 2; Uttering altered promissory note, 1; Wounding and Robbing from the person, 1.—Total 166.

Decrease of Crimes coming under the denomination of Capital Offences.

There being a great reduction in the number of commitments to the Provincial Penitentiary in 1864, from the previous year, particularly for capital offences, it is well to consider what has caused the falling off in the awful crime of Murder. If I could form the idea that this has been caused by general good order and the absence of those causes which lead to acts of violence and revenge, the reflection would be a happy one, and I trust it is so, or that the hanging or execution of criminals guilty of the crime above referred to has had its effect, yet I will not take it upon myself to decide; still it may probably be fair and not improper to impute it to moral considerations as well as to a due execution of the law. There is also a less number in the crime of Arson. These two offences must be viewed as the most dangerous to the community. Arson, like Murder, is in most instances an action of revenge, and the former occurs more frequently than the latter, particularly as it is generally effected with secrecy. There is no doubt in my mind as to the fact that many cases of Arson are coupled with fraud, and I am inclined to think there are many more of this last class, than those which are influenced by a spirit of revenge.

Ages of Convicts received in the Provincial Penitentiary during 1864.

YEARS OF AGE.—Fourteen years, 1; Sixteen, 1; Seventeen, 3; Eighteen, 10; Nineteen, 6; Twenty, 9; Twenty-one, 10; Twenty-two, 11; Twenty-three, 16; Twenty-four, 5; Twenty-five, 6; Twenty-six, 6; Twenty-seven, 4; Twenty-eight, 6; Twenty-nine, 4; Thirty, 9; Thirty-one, 1; Thirty-two, 3; Thirty-three, 6; Thirty-four, 1; Thirty-five, 6; Thirty-six, 3; Thirty-seven, 3; Thirty-eight, 2; Forty, 4; Forty-one, 4; Forty-two, 5; Forty-three, 2; Forty-four, 1; Forty-five, 7; Forty-six, 1; Forty-seven, 1; Forty-eight, 1; Forty-nine, 1; Fifty, 2; Fifty-one, 1; Fifty-four, 1; Fifty-eight, 1; Sixty, 1; Seventy-five, 1.—Total, 166.

Trade and Occupations of Convicts committed to the Provincial Penitentiary in 1864, as stated by themselves.

Barbers, 4; Blacksmiths, 4; Butchers, 2; Carpenters, 11; Clerks, 3; Cook, 1; Coopers, 4; Hatter, 1; Labourers, 89; Machinist, 1; Painter, 1; Sailors, 3; Sail-maker, 1; Seamstresses, 19; Shoemakers, 14; Stone cutter, 1; Storeman, 1; Tailors, 2; Tanners, 2; Wagon maker, 1; Miner, 1.—Total, 166.

Convicts committed to the Provincial Penitentiary during 1864, have said they were natives of the following Countries.

England, 15; France, 1; Germany, 4; Ireland, 31; On Sea, 1; Province of Canada, 80; Prussia, 2; Scotland, 6; St. Petersburg, 1; United States of America, 24.—Total, 166.

Races of Convicts received in the Provincial Penitentiary during 1864.

Whites, 153; Negroes, 12; Native Indians, 1.—Total, 166.

The average number of male and female convicts during the year 1864, were as follows:—

Males..... 713 1/2 | Females..... 60 1/2

Statement of Convicts committed to the Provincial Penitentiary during 1864, denoting whether married, single, widowers or widows.

Married, 65; Single, 95; Widowers, 3; Widows, 3.—Total, 166.

Duration of Sentences passed on Convicts received in the Prov'l Penitentiary during 1864.

Two years, 58; Two years and 3 months, 1; Three years, 43; Four years, 29; Four years and 3 months, 1; Four years and 6 months, 1; Five years, 20; Six years, 1; Seven years, 5; Ten years, 3; Fourteen years, 1; Life, 3.—Total, 166.

Statement of Convictions to the Provincial Penitentiary, whether on first, second, third or fourth Imprisonment, for the year 1864.

Male Convicts,)	1st Imprisonment	129
Female ")		
Male ")	2nd Imprisonment.....	14
Female ")		
Male ")	3rd Imprisonment.....	3
Female ")		
Male ")	4th Imprisonment.....	1
Female ")		
Total.....		166

Religious persuasion of Convicts committed to the Provincial Penitentiary during 1864.

Baptists, 6; Church of England, 48; Lutheran, 1; Methodist, 25; No Religion, 1; Presbyterians, 14; Quaker, 1; Roman Catholics, 70.—Total 166.

As to the re-commitment of convicts it is quite satisfactory to notice a falling off in second committals from the year 1863 of twelve males, the females being the same number of re-commitments.

There were three male convicts received during the year on third commitments, but none during the previous year. There was also one convict received on fourth committal, the same as in 1863. So that between the two years there are ten convicts less on second, third and fourth imprisonments than in 1863.

I am inclined to account for this falling off in the second imprisonments as I have done our general decrease in numbers, owing to disreputable characters going away to the war in the neighboring country.

REMARKS ON THE DISCIPLINE FOR THE YEAR 1864, AND RETURN OF PUNISHMENTS INFLICTED.

The necessary degree of discipline still continues to be a serious consideration, and much study is necessary to carry it out with judgment and humanity, and at the same time

to ensure good order as well as the safety of this great Institution from accidental as well as from incendiary fires. However, during the year we have great reason to be thankful, as the attempts at incendiary fires, two in number, were promptly detected.

In whatever position convicts are placed they should be aware of being kept under strict observation, as careless supervision is soon made evident by irregularities being multiplied.

The power to exercise a strict state of discipline should at all times be vested in the head officer of the Institution, as circumstances may at any time arise to require its enforcement.

The over-seeing of convicts must be carried out with great care and vigilance, as there are within these walls a number of prisoners possessed of good observation as well as information, who have lost by their acts, the opportunity of acquiring a position in society, and are now the victims of intemperance and vice; some of these men, though subdued for the time being, must continue to be watched with the greatest care. But the power to enforce obedience must not be abused by too hasty action, as caution and admonition in many instances has a better effect than punishment, particularly as much depends upon the disposition of the convict.

It is all important that the well-disposed convict should be treated with consideration as far as the rules of the Institution will permit.

On an examination of our Punishment Records for the year 1864, and making a comparison with the year 1863, I am much pleased to be enabled to report a falling off in every class of punishment, as follows:—

Meals of Bread and Water administered.....	342
Convicts without beds.....	67
Convicts in Dark Cell.....	74
Boys punished with Switch.....	3
Cuts inflicted.....	46
Convicts punished with the Cats.....	11
Lashes inflicted.....	236
Convicts Chained.....	4

The number admonished during the year were four hundred and thirteen.

The above has been quite satisfactory, particularly as to the infliction of the Cats, yet I cannot say it would be advisable to dispense with them; in fact the safety of the Institution require their use and retention. The convicts themselves will inform you that they cannot be dispensed with. In fact many of these unfortunate men require to know that they are kept in reserve. A few of the worst description of female convicts are absolutely more turbulent than those of the male sex, and I may with great safety state the cats would make a very wholesome change with some of the most worthless of them and not by any means endanger their health.

While on the subject of punishment it is proper I should explain in this place as well as in my report of 1863, that in many instances the order for three or four meals of bread and water is included with one or two nights without bed or dark cell, according to the nature of the breach of discipline, upon which the order for punishment is grounded. This remark is necessary as parties seeing so many instances of nights without bed and dark cell, would be apt to consider it a punishment on a separate report for breach of discipline.

In order that it may be made known what has been and may be the conduct of convicts, it is well to note that of a convict sent to the Institution on the 1st of February, 1864. On the 26th day of February last, he made an attack upon the life of one of the foremen in the Shoe Shop; but being noticed by the guard who prevented his violence he then assaulted the guard with an axe. For this act of violence this fellow escaped further punishment with two years additional service in the Penitentiary, on the expiration of the sentence on which he is now imprisoned in this Institution.

The officers and servants of this place require the protection of the Law, as likewise do persons residing outside of these walls, as they are continually exposed and often brought into contact with dangerous and uncertain characters.

STATEMENT OF PUNISHMENTS AWARDED MALE CONVICTS IN THE PROVINCIAL PENITENTIARY, DURING 1864.

Months.	No. of Meals, Bread and Water, administered to Male Convicts in each punishment.																		No. of Convicts without Beds.	No. of Convicts in Dark Cells.	* No. of Boys punished with a switch.	# No of Cuts inflicted.	No. of Convicts punished with Cuts.	No. of Lashes inflicted.	No. of Convicts chained.	No. of Convicts admonished.
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18								
January.....	3	42	26	34	27	1	1	1	1	1	1	1	1	1	1	1	1	1	3	28	.....	.....	4	144	2	20
February.....	3	33	39	43	24	1	1	1	1	1	1	1	1	1	1	1	1	1	17	35	.....	.....	4	78	.....	41
March.....	7	58	42	25	12	1	1	1	1	1	1	1	1	1	1	1	1	1	3	19	.....	.....	1	12	.....	40
April.....	2	10	28	28	13	13	1	1	1	1	1	1	1	1	1	1	1	1	5	24	.....	.....	1	30	.....	28
May.....	16	73	39	22	9	1	1	1	1	1	1	1	1	1	1	1	1	1	8	28	.....	.....	1	32	1	23
June.....	1	13	53	41	10	7	1	1	1	1	1	1	1	1	1	1	1	1	2	30	.....	.....	3	82	1	39
July.....	8	56	42	16	5	1	1	1	1	1	1	1	1	1	1	1	1	1	7	19	.....	.....	3	54	2	35
August.....	7	62	15	17	16	1	1	1	1	1	1	1	1	1	1	1	1	1	.....	35	.....	.....	2	50	.....	49
September.....	.....	31	18	15	5	1	1	1	1	1	1	1	1	1	1	1	1	1	.....	25	.....	.....	5	140	.....	31
October.....	2	6	50	14	20	9	1	1	1	1	1	1	1	1	1	1	1	1	1	20	.....	.....	1	36	.....	33
November.....	2	11	34	19	6	8	1	1	1	1	1	1	1	1	1	1	1	1	2	23	.....	.....	1	12	.....	37
December.....	1	12	38	18	15	4	1	1	1	1	1	1	1	1	1	1	1	1	1	18	.....	.....	4	120	1	31
Total.....	8	96	558	341	236	139	1	2	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	49	301	3	40	782	7	413	

* No detail.

FEMALE PRISON.

I have much pleasure in mentioning that the conduct of some of the female convicts have of late been tolerably good, with the exception of seven unfortunate beings who seem to take delight in causing trouble to themselves as well as to others. It is also very satisfactory to be enabled to state that the matron, Mrs. Walker, continues giving her whole attention to the duties in connection with her department with the same zeal and fidelity for which she has been remarkable, and is at the present time in high standing with the convicts, and much respected by them.

Mrs. Plees, the lady selected by the Board of Inspectors, as Deputy Matron, is going on much to my satisfaction as well as the approval of the matron, in the arduous duties attending the basement of the Female Prison. She has shown resolution enough to carry on her various duties in such a manner as to convince me of her being a valuable acquisition.

In respect to the means at my command to enforce obedience among the female convicts, such is quite inadequate. It is true I have two cellar cells, but they are situated so close together that the occupants can hold conversation, it is therefore only the one occupied that can be termed a solitary cell. Parties who are unacquainted with the general class of females sent to this Institution, on taking a view of the two cells might not think them proper places for solitary confinement, but from the brutal conduct of some of this class I am obliged to make use of one and would at times make use of both if they were so situated that the inmates could not hold conversation.

I require some more effectual mode for their punishment. Some of the most brutal class of these unfortunate beings on their arrival here are found to be in a state of rotteness and filth; still after a short imprisonment here they appear to be the most ready to find fault and make complaints.

There should be at least three solitary cells and if there is not better places for them than the cellar, they should be so situated that it would be actually solitary confinement.

In most instances I am sorry to be obliged to state that this class of degraded beings, after passing two or three years in this Institution, return to their old haunts of vice and prostitution.

Our good Matron, Mrs. Walker, has had much to contend with for want of convenient places for solitary confinement, but I have much reason to be satisfied with her determination of character and continual application to the duties of the situation. The assistant Deputy Matron, Mrs. Leahy, is also an attentive person to her duties and has had some years' experience in prison matters.

Accompanying this Report is a statement of punishments inflicted on female convicts during the year 1864.

TABLE EXHIBITING THE VIOLATIONS OF DISCIPLINE, AND THE PUNISHMENT RECEIVED IN THE FEMALE PRISON, DURING THE YEAR 1864.

Months.	No. Admitted.	No. punished with one meal of bread and water.	No. punished with two meals of bread and water.	No. punished with three meals of bread and water.	No. punished with four meals of bread and water.	No. punished with five meals of bread and water.	No. punished with six meals of bread and water.	No. deprived of bed one night.	No. deprived of bed two nights.	No. deprived of bed three nights.	No. deprived of bed six nights.	No. confined in solitary cell one day.	No. confined in solitary cell two days.	No. confined in solitary cell three days.	No. confined in solitary cell four days.	No. confined in solitary cell five days.	No. confined in solitary cell six days.	No. confined in solitary cell eight days.	No. of reports not acted upon.	Total No. of reports per month.	No. of women reported.	No. not reported.	Total No. of women per month.
January.....	116	37	14	3	2	2	1	4	1	1	2	2	2	6	6	2	2	.....	7	197	50	15	65
February.....	79	23	16	12	4	2	.....	10	1	.....	.....	1	1	1	3	1	.....	.....	10	164	44	20	64
15 March.....	103	30	12	7	5	1	4	.....	1	2	1	.....	1	2	1	.....	.....	.....	7	177	47	10	63
April.....	92	42	12	7	3	.....	.....	3	2	.....	.....	.....	2	3	1	1	.....	.....	6	174	49	16	65
May.....	106	24	19	1	.....	.....	.....	11	.....	.....	.....	2	.....	3	.....	.....	.....	.....	14	180	47	15	83
June.....	126	53	10	6	1	.....	.....	7	4	.....	.....	.....	5	.....	1	.....	.....	.....	6	220	51	12	83
July.....	131	21	8	1	.....	.....	1	6	4	.....	.....	1	1	.....	1	.....	.....	.....	4	180	50	10	60
August.....	129	25	7	1	.....	.....	.....	7	1	.....	.....	1	1	.....	.....	.....	2	.....	1	175	47	12	59
September.....	97	32	12	3	1	.....	.....	7	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	159	45	12	57
October.....	101	55	28	6	1	.....	.....	4	2	.....	.....	.....	.....	1	.....	.....	.....	1	11	210	44	12	56
November.....	69	60	9	2	1	.....	.....	1	1	.....	.....	1	.....	.....	1	.....	.....	.....	2	148	39	19	58
December.....	138	62	17	2	.....	.....	.....	3	.....	.....	.....	.....	.....	3	2	2	.....	.....	7	236	46	17	63
Total.....	1297	461	164	51	18	5	6	63	18	3	1	8	21	13	10	4	2	2	80	2220	.....	.....	.....

GENERAL RETURN OF CRIMES OF CONVICTS REMAINING IN THE PROVINCIAL PENITENTIARY ON 31ST DECEMBER, 1864.

Accessory to Felony, 1; Aggravated Assault, 3; Aggravated and Common Assault, 1; Arson, 25; Arson and Jail Breach, 1; Arson and Burglary, 1; Arson and Larceny, 1; Assault with intent to Rape, 10; Assault with intent to do grievous bodily harm, 5; Assault with intent to rob with violence, 2; Assault with intent to kill, 1; Assault with intent to rob, 2; Assault and Robbery, 1; Attempt to commit Buggery (Sodomy), 1; Attempt to procure Abortion, 1; Attempt to fire a building and Prison Breach, 2; Bigamy, 1; Breaking into and stealing in a Shop, 2; Breaking into a Shop and stealing therefrom, 1; Breaking into a Warehouse, 1; Burglary, 18; Burglary and Larceny, 11; Burglary, Horse Stealing and Larceny, 2; Burglary and Horse Stealing, 1; Burglary and Assault, 1; Burglary and attempt at Murder, 1; Carnally knowing a girl under 12 years, 1; Cattle Stealing, 8; Cattle Wounding, 1; Cutting and wounding with intent to do grievous bodily harm, 2; Embezzlement, 4; Feloniously cutting and wounding with intent to do grievous bodily harm, 2; Feloniously receiving stolen money, 1; Feloniously receiving stolen goods, 3; Feloniously breaking and entering a house and stealing therein, 4; Feloniously wounding, 1; Felony, 34; Felony and assault with intent to kill, 1; Felony and Burglary, 1; Forgery, 27; Found by night with implements of House breaking, 1; Highway Robbery, 3; Horse Stealing, 44; Horse and Cattle Stealing, 1; Horse Stealing and Larceny, 5; Horse, saddle and bridle Stealing, 1; House breaking, 1; House breaking and Larceny, 1; Inflicting grievous bodily harm, 1; Intent to Rape, 1; Killing a Ewe with intent to steal the carcass, 1; Larceny, 248; Larceny from a dwelling, 1; Larceny and Felony, 1; Larceny from his master, 1; Larceny in a shop, 2; Larceny after conviction for Felony, 1; Larceny from the person, 1; Larceny and Receiving, 5; Larceny and Stabbing, 1; Mail Robbery, 1; Manslaughter, 23; Misdemeanour, 4; Misdemeanour (Perjury), 1; Murder, 39; Obtaining Post Office Letter under false pretences, 1; Obtaining money falsely, 3; Offering, altering, disposing of and putting off Forged Promissory Note, knowing it to have been Forged, 1; Possessing and altering Forged Notes, 1; Pretended Marriage, 1; Rape, 15; Receiving stolen goods, knowing them to be stolen, 3; Receiving stolen property and Larceny, 2; Receiving stolen goods, 3; Receiving stolen goods and money, 1; Receiving stolen money, 1; Riotously beginning to demolish a house, 4; Robbery, 31; Robbery with violence, 3; Robbery and Stabbing, 1; Sacrilege, 1; Sheep killing, 2; Sheep Stealing, 10; Sheep Stealing and Burglary, 1; Sheep Stealing and House Breaking, 1; Shooting with intent, 2; Shooting with intent to kill, 1; Shooting with intent to do grievous bodily harm, 2; Shop breaking, 2; Shop breaking and Larceny, 3; Sodomy, 4; Stabbing, 2; Stabbing with intent to do grievous bodily harm, 5; Stabbing with intent to murder, 2; Stealing from the person, 14; Stealing two promissory notes, 1; Stealing money, 6; Stealing in a dwelling house, 1; Stealing in a warehouse and shop, 2; Stealing and house breaking, 1; Stealing from a shop and Counting House, 1; Stealing from a shop, 1; Substantive Felony, on being accessory before the fact to wounding with intent to commit murder, 1; Unlawfully wounding, 2; Unlawfully attempting to steal money, 1; Unnatural crime, 1; Uttering altered promissory note, 1; Uttering false coin, 3; Uttering counterfeit notes, 1; Uttering forged notes, 3; Uttering Promissory Note, forged endorser, 1; Wounding and Robbing from the person, 1; Wounding with intent to do grievous bodily harm, 2.—Total 729.

NUMBER OF DAYS WORK DONE IN THE PROVINCIAL PENITENTIARY DURING THE YEAR 1864.

Shoe shops, 69,917½; Cabinet shop, 14,121; Carpenter's shop, 4,780; Blacksmith's shop, 2,349; Tailor's shop, 6,611½; Stone cutting shop, 7,279; Mason gang, 5,991; Foundry shops, 59; Farm and hog pens, 1,658; Quarry, 3,623; Rockwood Asylum, 20, 176; Dining hall, cellar and wings, 7,847½; Wash-house, 2,467; Drying room, 3,744; Oakum shed, stone cracking, 125,628; Wood cutting, 1,878; No. of days in hospital, 18, 980; No. of days orderlies, 2,530.—Total days, 299,639½.

NUMBER OF CONVICTS, AND WHERE EMPLOYED ON THE 31ST DECEMBER, 1864.

Cabinet shop, 46; Shoe shop, 238; Carpenter's shop, 13; Blacksmith's shop, 13; Stone cutting shop, 24; Mason gang, 17; Tailor's shop, 19; Drying room, 11; Foundry shops, 3; Farm and hog pens, 4; Quarry, 8; Dining hall and kitchen, 12; Wings, 19;

Wash house, 10 ; Sick in hospital, 57 ; Hospital orderlies, 8 ; Oakum shed, stone cracking wood cutting, &c., 133 ; At Rockwood Asylum. 32.—Total, 667.

EXPENDITURE FOR THE YEAR 1864, WITH REMARKS ON THE DISTRIBUTION OF THE CONVICT LABOUR.

The expenditure during the year 1864, has been less than in the previous year by the sum of Fourteen thousand three hundred and fifty-three dollars and ninety-nine cents. It may be well in noticing the difference, to state that a part of it has been caused by the Medical Superintendent paying for the rations furnished to the criminal lunatics remaining in the Provincial Penitentiary. But, on the other hand, we have been subjected to an expenditure of a large amount in the preparations necessary for the carrying out of a Malleable Iron contract, entered into between me as Warden and William S. Thompson, Benoit Roux and Wm. Charles Evans, Esquire, as surety for the said Firm. This contract bears date the 20th of September, 1864, and contemplates the gradual employment of two hundred and fifty convicts. Should it prove successful, it will employ with the other contracts already in progress all our available labour. In making out a general return of the number of days' work performed by convicts during the year, numbering Two hundred and ninety-nine thousand, six hundred and thirty-nine, I am extremely sorry to observe One hundred and twenty-five thousand, six hundred and twenty-eight days cannot be considered as productive, there being merely a few hundred dollars realized for broken stone and oakum. It is true many of the convicts employed in the stone breaking and oakum shed, are helpless beings who may be considered as very lucky in having a place within these walls, as many of them could not sustain themselves outside of this Institution. The general expenditure for the year 1864, has been One hundred and thirteen thousand and seven hundred and eighty dollars and two cents, which is shewn in the sheets that are attached to this Report.

It is very probable that in consequence of an extraordinary portion of our Shop Room being given over to Messrs. Thompson, Roux & Co'y., that some other erections will have to be made during the ensuing year.

Gentlemen, I beg to assure you, that I continue as anxious as heretofore, for the peace, good order and regularity of this Institution which in my opinion can only be carried out by constant watchfulness and strict enforcement of the rules and regulations in connection with the discipline, which I have endeavoured to see properly maintained for the last seventeen years.]

Respectfully submitted,

D. Æ. MACDONELL,
Warden, P. P.

Provincial Penitentiary,
Kingston, 25th February, 1865.

The Province of Canada in Account with the Provincial Penitentiary.—Half year ended 31st December, 1864.

EXPENDITURE ACCOUNT.

Dr.

1864.

Dec. 31.—To	Rockwood Buildings, general payments.....	\$13,226 56
"	Prison Buildings, do	2,624 45
"	Lunatic Asylum, do	1,163 30
"	Salaries	19,203 75
"	Carpenter's shop, hardware, &c.....	738 68
"	Blacksmith's shop, coal, iron, &c.....	274 93
"	Tailor's shop, needles, &c.....	3 17
"	Matron's shop, do	15 95½
"	Uniform account, officer's uniform.....	41 24
"	Armory account, gun stocks.....	4 50
"	Furniture account, furniture.....	89 10
"	Contingencies, sundry petty payments, &c.....	72 96
"	Farm account, mowing, &c.....	14 08
"	Stable account, forage.....	431 72
"	Convict travelling allowances, payments to discharged convicts.....	387 50
"	Shoe account, shoes.....	1,111 63
"	Clothing account, clothing.....	6,697 66
"	Fuel account, firewood and coal.....	5,335 50
"	Light account, coal oil, &c.....	391 54
"	Junk account, junk.....	130 10
"	Kitchen account, tinware, &c.....	45 05
"	Brush account, brushes, brooms, &c.....	39 33
"	Tools.....	116 78
"	Interments.....	37 59
"	Tobacco account, tobacco.....	38 65
"	Ration account, rations.....	11,902 64
"	Hospital account, medicine and medical comforts.....	1,879 88½
"	Spectacles.....	16 20
"	Printing and advertizing.....	141 67
"	Postages and telegrams.....	22 37
"	Washing account, soap, &c.....	389 27
"	Stone account, quarry stone.....	961 95
"	School account, books, slates, &c.....	3 30
"	Stationery account, stationery, &c.....	223 60
"	Laundry account, blue, &c.....	2 00
"	Store, goods not distributed.....	90 82
"	Provisions.....	149 67
"	Iron Works, brick, &c.....	322 57
		\$68,341 58
"	Balance.....	8,497 73
		\$76,839 31

Cr.

July 6.—By	Letter of Credit, No. 1.....	\$20,000 00
Aug. 6.	Penitentiary Officers' pay list for July.....	3,055 28
	Rockwood (Building) Officers' do., do.....	509 35
8.	Warden's salary for July.....	186 66
	Carry forward.....	\$23,751 29

The Province of Canada in Account with the Provincial Penitentiary.—Half year ended 31st December, 1864—*Continued.*

Cr.—Continued.

	<i>Brought forward</i>	\$23,751 29	
1864.			
Aug. 31.	“ Letter of Credit, No. 2.....	15,000 00	
Sept. 3.	“ Penitentiary Officers’ pay list for August.....	3,212 26	
	“ Rockwood Officers’ do	526 30	
Oct. 8.	“ Penitentiary Officers’ pay list for September.....	3,207 13	
	“ Rockwood do do	509 52	
20.	“ Warrant	1,701 64	
Nov. 1.	“ Provincial Penitentiary Officers’ pay list for Oct... ..	3,167 04	
	“ Rockwood do do	501 21	
12.	“ Warrant, No. 798.....	1,680 18	
18.	“ Letter of Credit No. 3.....	20,000 00	
Dec. 1.	“ Penitentiary Officers’ pay list for November.....	3,134 85	
	“ Rockwood do do	447 89	
			\$76,839 31

REVENUE ACCOUNT.

Dr.

1864.		
Dec. 31.—	To deposits to Credit of Receiver General in Bank of Montreal, from 1st July last to this date.....	\$20,136 30

Cr.

Dec. 31.—	By Cabinet shop, payments by contractor.....	\$ 2,639 59	
	“ Blacksmith’s shop, collections for work.....	279 71	
	“ Carpenter’s shop, do	105 30	
	“ Shoe shop, payments by contractor.....	11,906 40	
	“ Matron’s shop, collections for work.....	305 35	
	“ Stone account, collections for stone and lime.....	1,760 82	
	“ Rent account, rents.....	188 50	
	“ Tailor’s shop, collections for work.....	52 69	
	“ Oakum account, sales of oakum.....	411 35	
	“ Clothing account, sales to county jails, &c.....	1,299 44	
	“ Farm account, sales of pigs, &c	519 00	
	“ Uniform account, uniforms for guards.....	269 18	
	“ Provision account, rations for lunatics.....	338 50	
	“ Tobacco account, do	29 97	
	“ Fuel account, Firewood for Lunatic Asylum.....	290 50	
			20,136 30

D. McINTOSH,
Clerk.

PROVINCIAL PENITENTIARY,
31st December, 1864.

SEMI-ANNUAL BALANCE SHEET—Provincial Penitentiary, 30th June, 1864.

Dr.

1864.		
June 30.—To	Convict travelling account, for payments to discharged convicts...	\$ 496 38
"	Rockwood Buildings, for general payments.....	4,671 14
"	Contingencies account, for petty disbursements.....	130 54
"	Prison buildings, for payments for materials, &c.....	3,849 99
"	Lunatic Asylum, for general payments.....	1,957 98
"	Light account, for coal oil, &c.....	269 90
"	Stationery account, for stationery, &c.....	430 61
"	Hospital account, for medicines, &c.....	1,894 75
"	Clothing account, for clothing.....	2,569 62
"	Washing account, for washing materials.....	263 58
"	Blacksmith's shop, for coal, iron, &c.....	171 45
"	Stable, for forage.....	961 27
"	Salary account, for salaries.....	14,749 74
"	Printing and advertizing account, for advertizing, &c.....	87 57
"	Farm account, for pigs, &c.....	62 50
"	Postage account, for postages and telegrams.....	31 54
"	Provision account, for rations, &c.....	11,629 11
"	Interment account, for interments.....	55 00
"	Junk account, for junk.....	10 12
"	School account, for books, &c.....	17 68
"	Furniture account, for furniture, &c.....	672 75
"	Fuel account, for firewood and coal.....	56 00
"	Tobacco account, for tobacco.....	399 22
		\$45,438 44
"	Transferred to credit of Receiver General—Balance in	
	bank.....	11,762 38
	do in cash.....	293 01
		12,055 39
		\$57,493 83

Cr.

Jan. 1.—By	Balance	13,197 79
June 30.—	Contract labor, for collections from contractors.....	\$13,413 18
"	Contingencies account, for petty collections.....	14 19
"	Matron's shop, for do	10 95
"	Carpenter's shop, for collections for work.....	70 70
"	Blacksmith's shop, for do	4,407 15
"	Stone revenue, for sales of stone and lime.....	1,162 73
"	Oakum account, for sales of Oakum	26 69
"	Rent account, for rents	10 00
"	Clothing account, for clothing for Jails.....	51 00
"	Farm account, for sales of produce.....	126 50
"	Provincial Government, for Drafts.....	25,000 00
"	Tailors shop, for petty sales.....	2 95
		44,296 04
		\$57,493 83

D. McINTOSH,
*Clerk.*PROVINCIAL PENITENTIARY,
30th June, 1864.

ANNUAL REPORT
OF THE
REFORMATORY PRISON,
LOWER CANADA.

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*To the Board of Inspectors of Prisons, Asylums, &c.*

GENTLEMEN,—I have the honor to submit to you my Report, as required by law at the end of every year.

The part of the year which had passed before the 7th August, was not remarkable for any unusual occurrence. Everything had, up to that date, passed in a perfectly satisfactory way.

But that day dawned upon this Reformatory amidst circumstances which were very terrible for the Institution and for me—the beginning of a new series of difficulties and embarrassments, added to the great responsibility which I previously bore.

At 4.45 o'clock in the morning of that day, I was roused from my repose by the alarm hanging in my bed-chamber. Fire had broken out in the vicinity of the kitchen. Half-dressed as I was, I rushed from my bed to the dormitories, to which the smoke had already begun to penetrate, and the two night watchmen (Lynch and Mazuret) immediately received orders to release the prisoners. The great bell of the Institution was immediately rung as loudly as possible, to call together all the officers of the house. It brought to us likewise a considerable body of the villagers, who all united their efforts to save the unfortunate prisoners.

I must here remark, that the kitchen fire had been put out, as usual, at three o'clock in the afternoon of the day before the fire, in accordance with orders which I had issued on that subject when we first came to St. Vincent de Paul.

The House-Steward left the kitchen that day (the 6th) at half-past six in the evening, after ascertaining that the fire was well extinguished. The two night watchmen visited the place twice between eight o'clock and half-past ten in the same evening, and saw neither fire nor smoke.

Having observed the progress of the fire, which now burst from the windows of the kitchen of the Reformatory, I perceived the utter impossibility of subduing it with the means at hand, consisting of eight puncheons of water, which I kept in the several corridors, by way of precaution.

As I judged that escape by the stair-cases communicating with the prisoners' dormitories would be in a few minutes cut off by the conflagration, I hastened, while the two night watchmen, assisted by several of the prisoners, were opening the cells, 85 in number, including those for solitary confinement. I made all haste, I say, to cause some ladders, which I always kept in readiness, to be brought to the front of the building, together with some axes and iron bars. I caused two of the ladders to be placed, one against a dormer-window, at the end of the dormitory, in the north wing; the other at a doorway in the

third story, the key of which was kept in my room, and which I ordered to be opened forthwith. From 20 to 25 of the prisoners, who had already reached that door, came forth and descended, either by the ladder, or by the posts which supported the galleries from story to story. Meantime, one of the servants, furnished with a crow-bar, went up to the dormer-window, where I had caused the other ladder to be placed, and made an opening, being assisted by the night watchmen, who were still in the dormitories. They succeeded in removing the bars of the window, after a quarter of an hour's energetic efforts, and the two watchmen, (Lynch and Mazuret,) with the thirty prisoners, who, a few minutes before, were straining and struggling to displace the bars, enveloped in thick smoke, and sending forth agonizing shouts of despair, were all safe.

While we were thus securing the escape of the prisoners from the dormitories, the House-Steward (Mr. Scott) performed an act of courage and energy, which deserves to be mentioned particularly. Running from his boarding-house, he rushed through a black, blinding smoke and even through flames (for his hair was burned) till he reached the cells used for solitary confinement, in the small south wing. Here he rescued from certain destruction three prisoners who were exhausted by fear, and the harrowing shouts of distress which they had uttered.

Four prisoners were still in imminent danger; they were in the solitary cells in the small west wing. Poor lads! their despairing shrieks still ring in my ears. The devouring flames were invading their cells. The Abbé Lavallée, Catholic Almoner of the Reformatory, who had arrived at the very first outbreak of the fire, was exhorting them to join with him in prayer, and giving them his benediction, while unceasing efforts were made for their deliverance.

Every possible effort—every available means—were applied to save these four unfortunate prisoners from impending death. The officers of the prison worked with all the energy such circumstances are calculated to excite, to break the grating of a small window in one of the cells, but did not succeed. Meantime, three of the prisoners, powerful and full of courage, (— Phelan and —,) ascended to the second story of this small wing, by a ladder which I had placed against a small window, which had no bars. They had a saw, an auger, a hand-saw, a crow-bar, and an axe, which I had sent for from the carpenter's shop. In a few minutes, these three courageous prisoners had made a hole in the flooring over that story to that which contained the solitary cells. Just as all the bystanders, in their terror, were crying out, "they are lost! they are lost!" the four unfortunate prisoners made their appearance, with their liberators, at the top of the ladder, and the sight of them produced an indescribable effect of joy and thankfulness in the crowd. They descended the ladder amidst the loud and repeated acclamations of the people. In a few minutes after the liberation of these poor wretches, the cells from which they had escaped with such difficulty, were a prey to the flames.

One hour had not elapsed, from the moment when the first alarm was given, to that when the flames burst through the roof of the building, and were ravaging every part thereof.

Two of the prisoners—François-Xavier Deslongchamps and Joseph Landry—were missing when the roll was called by my Assistant, Mr. Mackay, before the destruction of the building was complete. The impression on the minds of the prisoners and the employés, was that they had escaped under favor of the hurry and confusion of the occurrence.

Unfortunately, the calcined bones of one of them, which were discovered amongst the rubbish, in the removal of the ruins after the fire, gave evidence of the sad truth as regards one of them at least. Nothing certain is hitherto known of the fate of the other.

On this head, it is, perhaps, well to cite the verdict of the inquest held by Mr. Corner Jones on the remains:—

"That a Prison, known as the Reformatory, situated in the Parish of St. Vincent de Paul, in the District of Montreal, was, on the 7th of the month of August, 1864, unfortunately, accidentally, and by chance, destroyed by fire.

"That the origin of the said fire is to be attributed to a defect in the chimney of the building.

"That on the 14th of the month of September, 1864, some human bones were discovered among the ruins and stones of the said building.

"That in the opinion of the Jury, the said bones are the remains of the body of François-Xavier Deslongchamps, aged 17 years, and of the body of Joseph Landry, aged 19 years, of one or both of them, prisoners in the said Reformatory, on the 7th of the month of August, 1864.

"In testimony whereof the Coroner and the Jury have signed, at the Village of St. Vincent de Paul, in the District of Montreal, the 22nd day of the month of September, 1864.

"(Signed,)

JOSEPH JONES, *Coroner.*  
 — GERMAIN, *Foreman.*  
 F. W. X. CHARTRAND.  
 LOUIS GUYMOND.  
 EDOUARD PEPIN.  
 PIERRE VANDANDAIGNE.  
 LOUIS PARÉ.  
 PROCOPE DUMAS.  
 FRANÇOIS BRICAULT.  
 BENJAMIN SEGOUIER.  
 ANDRÉ OUMET.  
 JOSEPH ARCHAMBAULT.  
 NARCISSE QUEVILLON.  
 JEAN B. LEONARD.  
 PIERRE LEONARD.  
 JOSEPH H. BELLEROSE."

I feel that I am bound to make mention of the assistance which I received from the inhabitants of the Parish of St. Vincent de Paul during the fire, and the difficulties it entailed. I may be permitted to mention, particularly, M. Germain, Notary, and Dr. Pominville. M. Germain had the kindness to receive my family, who had just escaped from the flames, stripped of all clothing; for their furniture, clothes and linen were all burned with the building.

Dr. Pominville readily afforded the benefit of his professional services to several of the employés, who were suffering from the effects of the smoke inhaled while saving the prisoners.

Especially I must make mention of the indefatigable care and attention bestowed by the Rev. Ladies of La Providence, a religious establishment in the Parish of some years' standing, on the prisoners and the members of my family, immediately after the fire, and since continued. These excellent ladies hastened to the scene of destruction, and lavished their cares, with their well-known zeal and devotedness, on the poor prisoners, many of whom had suffered from the accident, either from the effects of fear, or from the smoke.

In the utter destitution to which the fire had reduced all the inmates of the Institution, I had again recourse to those generous ladies. They took upon themselves the trouble and fatigue of preparing food for 73 prisoners, during several weeks, and have since acted as nurses to the sick of the establishment. The value of such services, rendered in such circumstances, cannot be properly estimated.

It is right to remark that the Sisters of Providence do not accept payment. By the rules of their Order, they are bound to subsist exclusively on the bounty of the charitable. It will be the part of the Government, gentlemen, on your representations to them, to see that, in such a case, justice is done to the deserving.

Messire Lavallée, Curé of this Parish, and Almoner of the Reformatory, placed at my disposal the Laval College, situated at a short distance from the Reformatory, for the accommodation of the prisoners. I kept them there no more than two days, because the want of a complete wall of enclosure gave great facilities for escape, and I was anxious to lose no time in hastening on the removal of the ruins, and the establishment of temporary quarters.

Accordingly, I had the prisoners brought back within the enclosure of the outer wall, in which was a small stone building, saved from the destructive element by the persevering efforts of Mr. Scott. He had succeeded in putting out the shower of fire, which continued to fall on the roof as long as the Prison was burning, by means of water, which I kept in the yard for such a purpose. This building is 70 feet in length, by 25 in width,

of a single story. Before the fire, it contained the blacksmith's shop and the wash-house on the ground-floor, and in the garret the carpenter's shop.

I lodged the prisoners in the latter part of the building, which answered the several purposes of dormitory, refectory, and hospital, during several weeks.

My first care was to erect a plank fence round the ruins, which were still smoking, in order to close the opening in the outer prison wall, caused by the destruction of the building.

I ought not to close my sad story of the burning of the prison, without paying to the officers and other employés of the Institution, a just tribute of praise for their excellent conduct. It would be extremely difficult to institute comparisons and make distinctions in measuring out my approbation. I shall do no more, therefore, than indicate the two night watchmen, Lynch and Mazuret, as especially meritorious, because they incurred the greatest danger, in the face of which they gave proofs of coolness, determination and self-devotion worthy of the highest praise.

I should fail to express my feelings, if I omitted to mention the admirable behavior of the prisoners themselves,—their zeal, their exertions, their obedience, and their courage, during the fire. As soon as they had descended from the dormitories, they united with the employés in the work of saving their companions. Several of them succeeded in reaching my apartments, and saved a few articles of my furniture.

I should not forget to remark, that most of the prisoners were mixed up with about 300 people, who had assembled from all quarters, and taken their stand without the enclosure of the prison-yard, and beyond any power of watching or guarding them; yet, not one of them tried to get away. I advised them, when so at large, to conduct themselves in a becoming manner. Their answer was, "Don't be afraid, sir, we shall not go away; you have quite trouble enough on your mind for to-day."

His Excellency did me the favor to grant the Royal Pardon to four of them, Phelan, Potrin, Mullins and Baril.

Dr. Pratt, the Physician of the Reformatory, carried his spirit of self-devotion so far as to pass whole days among the prisoners to afford them all the relief which his skill could give. About fifteen of them had been great sufferers, as I already observed, from the smoke and their terrors during the conflagration.

Means were wanting in the then condition of the Establishment to give the full and regular treatment which the state of these sick prisoners required. The intense heat, the bad air and smells and the difficulty of procuring favorable conditions of hygiene in that confined space in which were 73 prisoners huddled together made the doctor apprehensive of serious consequences, as likely to arise.

Dr. Pratt communicated his fears to me. I immediately commenced the construction of a building with plank as a work of urgent necessity. It was 108 feet in length by 24 feet in breadth. In this I established an office, a part I took as a store-house, and one compartment did the triple service of a Catholic chapel, an infirmary and a dormitory. This attempt at improving our condition rendered the duties of the Institution more easy and more effectual, and gave me the means of affording the prisoners such comforts and appliances as the situation was capable of.

As the 73 prisoners were totally destitute of clothes and shoes and had no bedding, I hastened to convert a small outbuilding which had also escaped the fire into a shop for the tailors and shoemakers, and within a few days after the accident they were at work making up clothes, shoes and bedding for the prisoners.

The carpenters being without shelter, as their workshop had been converted into a dormitory, &c., for the prisoners, I caused them to put up a shop with boards and sawn stuff to enable them to carry on their work.

I had all the rubbish removed from the ruins of the burnt buildings, the greater part of the work being done by the prisoners. Thirty-five were so employed nearly five weeks under the superintendence of the farming man, the master blacksmith and a temporary foreman. I caused them to pick out all the stone taken from the rubbish and fit to be made use of in the new building and to lay it apart. I used all diligence in adding, under the authority of the Board given on the 21st September last, a stone story to the building above mentioned. In that story I caused 88 cells to be made, by means of which I have been enabled to give a separate sleeping room to each of the prisoners. In part of

the garret I have six solitary cells to make ; the remainder 36 feet in length by 25 feet in breadth is occupied by the infirmary as authorized by you. I have also caused to be erected on the 16th November last a wooden addition, 25 feet long by 12 feet wide, at the south-western extremity of the stone building. In the first story of this last-mentioned building I have installed the tailors. The second is occupied by an entry and a water-closet for the prisoners' use during the night. I have also had room prepared in the garret for a Protestant chapel and school. The work of these buildings was done by the prisoners under the superintendence of the employés, and a considerable part of the joiners' and carpenters' work was also done by them under the direction of the head carpenter.

I am truly happy to be able to report, that notwithstanding the disorder and confusion caused in the Reformatory by the destruction of the principal building, I have had but little trouble with the prisoners. I may even add that except a few evil disposed and intractable subjects, they have all conducted themselves admirably well, both during and since the fire ; for though I had at my disposal, during nearly five months, no better means of maintaining order than my moral influence, I have no seriously disorderly conduct to complain of. I must add that the Rev. Chaplains have done a great deal to dispose the prisoners to obedience and habits of labour.

The fears of Dr. Pratt, that some disease might be engendered by the insufficient accommodation during the first weeks ensuing after the fire, were unfortunately realized. Typhus fever made its appearance in the Reformatory on the 20th October ; twenty-two of the prisoners were attacked ; one fell a victim ; he died on the 17th November. Five are at present in the hospital, but in a fair way to recover.

Of these five, one named Richelieu, convicted of theft at the last Criminal Term held at Montreal, came here on the 15th December, in very cold weather. He was then suffering from Typhus, and about the crisis of the disease. His condition was very pitiable.

I may be permitted in this place to remark that the admission of a prisoner who is infected with a dangerous disorder into an institution with numerous inmates, may have disastrous consequences.

It would be a difficult and painful task to describe the condition of the Reformatory after the setting in of the epidemic. My only means of accommodating the sick, in the first week, thirteen in number, was a shed built of plank, 36 feet by 24, used at the time both as a Catholic Chapel and as a sitting room for the Keepers and the prisoners during the cold rains which fell almost daily in October and November.

It was not before the 12th November, that it was possible to move the sick from this temporary shelter to the infirmary in the new building. The Dormitory of the new building was ready on the 10th, as before observed.

Divine Providence commonly sends something to console us and supply our wants in our distress.

In this, our distress, the Rev. Sisters of La Providence came a second time to our aid. Two of these Charitable Ladies came every day during two months to pass the whole day, from seven in the morning to six in the evening (often till nine) in attendance on the sick prisoners, washing them, supplying them with suitable diet, making their beds and changing their clothes.

In this Christian work they were assisted by a Charitable lady, Demoiselle Caron, who took on herself this painful task every day during more than two months.

For the last five weeks I have secured the services of a nurse for the night, and one of the Sisters of Charity has had the goodness to perform the painful duty of hospital nurse in the day time, up to the present day. This fatiguing office she will continue to fulfil as long as the epidemic prevails in the Reformatory. I repeat what I before remarked, that the Sisters of Charity do not receive payment, and their House has accordingly had no recompense for these new services any more than for their former services which could have been rendered by none other with the same benefit to us. The material as well as moral condition of the Reformatory are now in as perfect order as they can be made, in the difficult position in which I was placed by the fire.

The temporary buildings of the Reformatory being completed several days ago, I have been enabled to establish a more efficient and practicable organization of the general management, superintendence, discipline and hygiene of the inmates. I can now accommodate

one hundred and four prisoners. I must add that in respect of security of the prisoners there is still some deficiency, as a part of the exterior wall is made up with plank and boards so as to require two additional night watchmen since the principal edifice was destroyed. The present number of prisoners is seventy-seven. As the Registers and other books belonging to the Reformatory were destroyed by the fire, I am unable to report the number of prisoners received within the year, and the number liberated in the same period. From the same cause I cannot report the average number of the inmates, their ages and their nationality.

There is a species of information which is of the highest importance, the documents concerning which, collected by me with great care, unfortunately perished in the flames. In accordance with an order issued by the your Board some years ago, I had collected a large body of particulars relative to the conduct of the young delinquents liberated from the Reformatory, as they came to my knowledge either by report or personal observation.

These results of my study of the subject it is my intention to put again on record, as far at least as I may find it practicable. Speaking from memory, I here present a few heads, which, in the absence of a more perfect statement, will not be uninteresting to you.

Two of our young lads who learned the trade of tin-workers in the establishment have employment in shops at Montreal. They are well conducted; one earns \$450 a year, is married and has a family. He has been here several times with his young wife to visit me, and has always evinced a strong attachment for his former guards and the officers of the Institution.

The others who learned the trade of cabinet-making in the Institution have found employment, one at Montreal the other at Chambly, within a few days after their discharge, one of them was earning 6s. 3d. a day. Respectable people have given me satisfactory information of their good conduct.

Several have betaken themselves to farm labor. One of them is married, and well settled. Their good conduct is a high gratification to their relatives.

Two are carters and own property in Montreal. Another is in the service of a cab owner. Their conduct is worthy of all praise. One unfortunate lad who had before his residence here caused his parents the deepest grief and alarm by his atrocious conduct and incorrigible character is now working at a trade with his father, and is giving by his excellent conduct the highest satisfaction to his worthy parents, who never miss an opportunity of acknowledging their obligation to me. So overjoyed were they to find their child obedient, laborious and religious that they desired to present me with a gift of considerable value as a testimony of their gratitude for my care of him, seconded by that of my coadjutors in the good work of reforming him. I was affected by this mark of their gratitude, but declined to accept their gift, I conceiving it a point of duty to do so. A few days after this little occurrence he came in company with his father and mother and presented me with a gold neck-pin as a token of his remembrance, and to express his sense of the good treatment which he had experienced in the Reformatory, but more especially as an acknowledgement of the moral effect produced on him. I did not consider myself bound to refuse his parents the privilege of expressing their feelings, as such a gift was after all no more than a token of affection. But I value it more than all material and intrinsically valuable articles, and duty does not forbid my acceptance of it.

I have seen three other discharged prisoners employed in commercial Houses. Their good demeanor and the position they filled, as well as the account which I received of their conduct, was proof sufficient of their thorough reformation.

Finally, I have had oral testimony in praise of a much larger number of young people liberated from this Reformatory who have become honest and useful laborers and members of Society.

The urgent and arduous tasks in which the prisoners were engaged during the summer have prevented their regular military exercises from being continued, as in former seasons. I shall resume them as soon as possible, and I can bear testimony to the good effect which they produce in respect of health, and especially as regards their demeanor and orderly behavior.

Rev. Mr. Sauvé, who discharged for some time the duties of Catholic Chaplain during the temporary absence of Rev. Mr. Lavallée, being attacked a few days ago with sickness

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from which it is feared he will not recover, I am unable to forward you any report from the Catholic Chaplain with the other usual documents hereto annexed.

Before concluding my report, I ought perhaps to remark that the destruction of the storehouses, beds and clothes of the prisoners, and of nearly all the materials as well as the machinery belonging to the workshops involves a loss of about \$6,000, and that I have been obliged to replace the greater part of these things out of the Legislative grant for the maintenance of the Reformatory and the improvements which you declared to be necessary. Nothing now remains, but to express my gratitude to the Almighty for the favors which he has accorded to us in our misfortune and to hope for the speedy rebuilding of a suitable edifice.

The whole of which is respectfully submitted,

I have the honor to be, Gentlemen,

Your very humble servant,

F. X. PRIEUR,

*Warden of the Reformatory Prison of L. C.*

Reformatory Prison, St. Vincent de Paul,  
31st December, 1864.



# REPORT

OF THE

## REFORMATORY PRISON, U. C.

FOR THE YEAR 1864.

PENETANGUISHENE, 19th January, 1865.

*To the Board of Inspectors of Asylums, Prisons, &c.*

GENTLEMEN,—I have the honor to submit, for the information of His Excellency the Governor General, the following report for 1864, of the Juvenile Reformatory under my charge.

#### JUVENILE CONVICTS.

|                                  |     |
|----------------------------------|-----|
| On 31st December, 1863.....      | 97  |
| Received since .....             | 58  |
|                                  | 155 |
| Discharged during last year..... | 20  |
| Sentence remitted.....           | 1   |
|                                  | 21  |
| In Reformatory at present.....   | 134 |

#### RELIGION.

Church of England, 50; Catholics, 46; Methodists, 18; Presbyterians, 14; Lutherans, 3; Baptists, 3.—Total 134.

#### AGES.

Two, 21 years; Seven, 20; Fourteen, 19; Ten, 18; Twenty-two, 17; Eighteen, 16; Eleven, 15; Sixteen, 14; Twelve, 13; Ten, 12; Seven, 11; Two, 10; Two, 9; One, 8.—Total, 134.

#### NATIVITY.

Upper Canada, 84; Lower Canada, 10; United States, 12; England, 12; Ireland, 7; Scotland, 5; Germany, 3; New Brunswick, 1—Total, 134.

#### CONVICTS WHOSE PARENTS DIED.

Twenty-four, Father and Mother dead; Twenty-three, Father; and Fourteen, Mother.

#### INTEMPERATE PARENTS.

Twenty, Father and Mother intemperate; Thirty-five, Father; Four, Mother.

#### AGES OF CONVICTS SENT TO REFORMATORY, U. C., FOR TWO YEARS AND UNDER.

One, 7 years; One, 8; One, 9; One, 10; Six, 11; Three, 12; Six, 13; One, 14; Three, 15; One, 19; for two years; and One, 13; for nine months.

SANATARY.

As I have, in a former report remarked, the locality of the Reformatory is extremely healthy, and I have again the pleasure of being able to state that the health of the convicts for the past year, has been very satisfactory. The Scarlet Fever has been very prevalent in the vicinity of the Reformatory during the last two months, and it has made, within the last few days, its appearance within the grounds. I am happy, however, to say, that the youths under my charge have, up to the present, escaped the malady.

DIET.

The system and quantity have been continued as particularized in my last year's report; nothing has transpired to cause me to recommend an alteration. The food supplied is of sufficient quantity and of the very best description. I make no contracts, but purchase all necessaries from the farmers, who, finding a good market and ready pay, supply the Institution on the most reasonable terms, and at a much lower rate than would be contracted for.

STATEMENT OF PUNISHMENTS AWARDED.

| Month         | Number under punishment. | Meals bread and water, | Number punished with birch. | Number of lashes. |
|---------------|--------------------------|------------------------|-----------------------------|-------------------|
| January.....  | 10                       | 72                     | 3                           | 30                |
| February..... | 6                        | 69                     | 2                           | 24                |
| March.....    | 5                        | 51                     | 2                           | 12                |
| April.....    | 13                       | 102                    | ...                         | ...               |
| May.....      | 3                        | 192                    | 2                           | 72                |
| June.....     | 6                        | 191                    | 1                           | 12                |
| July.....     | 11                       | 228                    | 9                           | 156               |
| August.....   | 9                        | 150                    | 3                           | 48                |
| September.... | 6                        | 159                    | 4                           | 72                |
| October.....  | 9                        | 249                    | 2                           | 36                |
| November....  | 6                        | 60                     | 4                           | 48                |
| December....  | 5                        | 120                    | 3                           | 36                |
| Totals.....   | 89                       | 1,643                  | 35                          | 546               |

ESTIMATES:

Estimate of the extraordinary expenditure required for the new Reformatory Building for Upper Canada, for the year commencing 1st July, 1865, and ending 30th June, 1866.

|                                                 |             |
|-------------------------------------------------|-------------|
| Stone-cutting, bricklaying, and mason work..... | \$6,171 00  |
| Lathing and plastering.....                     | 586 00      |
| Carpentering and Joiner work.....               | 2,953 00    |
| Painting and glazing.....                       | 497 00      |
| Hardware and blacksmithing.....                 | 495 00      |
| Tinning roof.....                               | 900 00      |
| Total.....                                      | \$11,602 00 |

Estimate of the probable expenditure of Reformatory for Upper Canada, for the year commencing 1st July, 1865, and ending 30th June, 1866.

Officers.

|                                          |                   |
|------------------------------------------|-------------------|
| Warden.....                              | 1,600 00          |
| 2 Chaplains.....                         | 1,600 00          |
| Deputy Warden, Clerk, Storekeeper.....   | 720 00            |
| Surgeon.....                             | 400 00            |
| Steward.....                             | 400 00            |
| 8 Keepers \$360.....                     | 2,880 00          |
| Farmer.....                              | 260 00            |
| 2 Night and Assistant Guards, \$315..... | 630 00            |
| 1 Assistant Guard.....                   | 270 00            |
|                                          | <u>\$8,760 00</u> |

| <i>Provisions, Fuel, &amp;c.</i>                     |             |
|------------------------------------------------------|-------------|
| Rations, 150 boys, 8 cents per day.....              | \$4,380 00  |
| 500 Cords Firewood, \$1.....                         | 500 00      |
| Soap, Oil, &c.....                                   | 250 00      |
| Medicines.....                                       | 120 00      |
| Lime.....                                            | 100 00      |
|                                                      | \$5,350 00  |
| <i>Clothing, Bedding, &amp;c.</i>                    |             |
| 150 Boys, at \$15.....                               | \$2,250 00  |
| Discharged Convicts' travelling expenses.....        | 430 00      |
| Clothing for do.....                                 | 387 00      |
|                                                      | \$3,067 00  |
| <i>Farm.</i>                                         |             |
| Oats, Indian Corn, &c.....                           | \$750 00    |
| Hay, \$800; Straw, \$150; Seeds, \$30.....           | 980 00      |
| Harness, Rope, &c.....                               | 100 00      |
|                                                      | \$1,830 00  |
| <i>Sundries.</i>                                     |             |
| Tackle for Fish-Nets, &c.....                        | \$45 00     |
| Stationery, \$80; Freight, \$300; Postage, \$50..... | 430 00      |
|                                                      | \$475 00    |
|                                                      | \$19,482 00 |

## GENERAL REMARKS.

I have again to report that the general conduct of the convicts has been satisfactory, I have had, however, to recommend the removal of three of them to the Provincial Penitentiary, as incorrigible, with the exception of those, all the rest have worked well and assiduously at their different employments. I find it very difficult to ascertain the residence and avocation of the boys who have been discharged from the Institution, but those whom I have heard of or from, I am happy to say are doing well and earning an honest livelihood. As I could not ascertain the particulars of each youth, I wrote to the Warden of the Provincial Penitentiary, giving him the names of *Fifty-six* convicts discharged within the last two years, and I received the following reply :—

PROVINCIAL PENITENTIARY,  
Kingston, 11th Jan., 1865.

Sir,—In answer to your communication of the 7th instant, transmitting names and ages of certain discharged convicts in the years 1863 and 1864, and desiring to be informed if any had been sentenced to imprisonment in this Institution.

In answer, I would state that there has been only *two* of the list as enumerated.

I have, &c.,  
(Signed,)

D. Æ. MACDONELL,  
Warden, Prov'l. Penit'y.

This communication is most satisfactory, and when coupled with the fact that only *one* has been re-committed to this Institution since its opening, it clearly shows that it has in some degree answered the purpose for which it was founded; for doubtless had it not been for the moral and religious instructions which they had received from their respective Chaplains, and from the daily habits of industry in which they had been trained during their imprisonment, many of these young persons would speedily have relapsed into evil courses, and have become a combined source of sorrow and uneasiness to their friends, and a useless burden on society.

There were attempts to escape made by two boys on 26th May; two on 21st June, three on 5th July; one on 10th August, and one on 22nd September, they were all new comers with the exception of two. Their working in the fields on the edge of the woods, probably first suggested the idea of escaping, and the nearness of the bush so adapted for concealment, offered too strong a temptation for them to resist, they were, however, soon captured and I am proud to say, since the opening of the Institution, I have not lost a boy.

I have recently had a daily drill established, which appears to be a source of great pleasure and emulation to the youths.

Many and serious are the inconveniences I have to contend against for the want of room, and the inconvenient situation of several of the buildings in use, (particularly the dormitories) as this involves the frequent egress and ingress of the boys, unavoidably bringing dirt (on their shoes) into the hall, stair-case and rooms, so that it is almost impossible to keep the old worn out oak floors, in that state of cleanliness so desirable in an Institution where order and neatness should reign.

I trust, however, that those disadvantages will soon be remedied as the walls of the third story of the new building are erected, and I have had them carefully covered and protected from the winter's frost. In connection with the new building, I may here remark, that I have during the last year, found great difficulty in preventing the boys getting tobacco. When so large a number of strangers were at work mixing among the convicts, it was almost impossible to prevent them getting it. I hope, however, that the main building will be completed during the approaching summer months, when all present difficulties and inconveniences can be overcome.

I have in my last report recommended that no convict should be sent to a Juvenile Reformatory whose age exceeded 16 years, and I am pleased to observe that the Inspectors take the same view of the subject for in their report of last year, they make the following remarks :—

“ Let us take the case of a child eight years old (there are such cases) sent to a Reformatory Prison for a term of five years, the child will be thrown on the world at the age of 13 without resources, and consequently compelled to earn his livelihood by some means. Let us on the other hand, take the case of a man 20 years (there are such cases) who is sent there for five years, and who thus must remain the comrade and companion of little children until the age of 25, in both cases it is evident, that in the former the sentence is too short and the time of his release premature, while in the latter it is clear that a bad character of 20 years old, who is confirmed in vice, is not a fit companion for young people whose minds may be moulded by a virtuous education.”

The justice of the remarks of the Inspectors will be apparent when I mention, that in the Admission Book of this Institution I find a youth recorded on 20th September, 1864, nine years of age, sentence five years' imprisonment. On 12th October following, a man convicted of Horse-stealing, was sentenced to two years' imprisonment in the Juvenile Reformatory, Upper Canada; this person was married in 1861, left a wife and two children in the State of Kentucky, and made his escape to this country to evade the draft, this is not an isolated case, I could instance many others, but I trust during the approaching Session the law will be so altered as to prevent a repetition of such cases. With this change, and the addition of the triangular redoubt containing 326 acres, and the square redoubt 353 acres, on the opposite side of the Bay, added to the estate of the Reformatory, as already recommended by me, I hope to be able to report favorably from year to year of the progress of this Institution, and of the economy of its working.

I have the honor to be, Gentlemen,

Your most obedient humble servant,

WILLIAM MOORE KELLY,

Warden, U. C. R.

# RETURN

To an Order of the Legislative Assembly, that there be laid before the House,  
 " A Statement shewing, in detail, the payments of principal and interest  
 " made to the Receiver General by the Bank of Upper Canada, under  
 " the Order in Council of the 19th of November, 1863, down to the 1st  
 " day of July last, and also, shewing the amount of principal and interest  
 " for which the said Bank was indebted to the Government on the last-  
 " mentioned date."

By Command.

W. McDOUGALL,  
 Secretary.

SECRETARY'S OFFICE,  
 Quebec, 18th August, 1865.

DR.                      The Bank of Upper Canada in Account with Receiver General.                      CR.

| 1862.   | —                                                                | Interest        | Principal.          | 1864.     | —                              | Interest.       | Principal.          |
|---------|------------------------------------------------------------------|-----------------|---------------------|-----------|--------------------------------|-----------------|---------------------|
|         |                                                                  | \$ cts.         | \$ cts.             |           |                                | \$ cts.         | \$ cts.             |
| Dec. 31 | To cash under Mr. Holton's agreement.....                        |                 | 1,486,666 66        | July 6... | By Exchange .....              |                 | 110,000 00          |
|         |                                                                  |                 |                     |           | By Cash .....                  | 5,500           |                     |
| 1864.   |                                                                  |                 |                     | Nov. 30.. | By do instead of Exchange..... |                 | 126,666 66          |
| July 1  | To interest on \$220,000 part of above—6 mos. at 5 per cent..... | 5,500           |                     |           |                                |                 |                     |
| 1865.   |                                                                  |                 |                     | 1865.     |                                |                 |                     |
| Jan. 1  | To interest on \$1,250,000—6 mos. at 3 p.ct.                     | 18,750          |                     | Jan. 14.. | By Cash.....                   | 18,750          |                     |
|         |                                                                  |                 |                     | July 3..  | do .....                       | 18,750          | 50,000 00           |
| July 1  | To do do .....                                                   | 18,750          |                     | " "       | By Balance .....               |                 | 1,200,000 00        |
|         |                                                                  | <u>\$43,000</u> | <u>1,486,666 66</u> |           |                                | <u>\$43,000</u> | <u>1,486,666 66</u> |
| 1865.   |                                                                  |                 |                     |           |                                |                 |                     |
| July 1  | To bal. brought forw'd. ....                                     |                 | \$ 1,200,000 00     |           |                                |                 |                     |

E. E.

D. HARINGTON,  
 D. R. G.

RECEIVER GENERAL'S DEPARTMENT,  
 17th August, 1865.

# RETURN

From the Registrar of the County of Stormont, of Fees and Emoluments received for the year ending 31st December, 1864, in accordance with Section 76, Chapter 89, of the Consolidated Statutes for Upper Canada.

A RETURN of Fees received by the Registrar of the County of Stormont during the year 1864, as required to be made to the Legislative Assembly:—

|                                                                                                 |  |  |                 |
|-------------------------------------------------------------------------------------------------|--|--|-----------------|
| For the Registry of Memorials of Deeds, Wills, Leases, &c., in the Township of Roxborough ..... |  |  | \$ 83 17        |
| Do. do. Township of Finch.....                                                                  |  |  | 65 44           |
| Do. do. do. Cornwall .....                                                                      |  |  | 103 44          |
| Do. do. Town of Cornwall.....                                                                   |  |  | 59 35           |
| Do. do. do. Oznabruock.....                                                                     |  |  | 140 25          |
| Discharges of Mortgages.....                                                                    |  |  | 24 00           |
| Powers of Attorney.....                                                                         |  |  | 17 00           |
| Marriage Returns.....                                                                           |  |  | 11 00           |
| Teachers' do. ....                                                                              |  |  | 152 80          |
| Certificates in Chancery.....                                                                   |  |  | 3 00            |
|                                                                                                 |  |  | <u>\$659 45</u> |

1st February, 1865.

## RETURN

To an Address from the Legislative Assembly, to His Excellency the Governor General, dated 17th March, 1865; praying that he will cause to be laid before the House, a Return of the Deputy Clerks of the Crown, Deputy Masters, and Deputy Registrars in Chancery, and County Attorneys, who, previous to the going into effect of the Law for collecting fees on Law Proceedings by stamps, were in arrears for Fees received on such proceedings; with a Statement shewing for what length of time such Fees have been permitted to remain in their hands in arrear.

By Command.

W. McDOUGALL,  
Secretary.

SECRETARY'S OFFICE,  
Quebec, 21st August, 1865.

RETURN of the Clerks and Deputy Clerks of the Crown and Pleas, Deputy Masters and Deputy Registrars in Chancery in arrear for their accounts, and for Amounts due for Fees received, shewing the period for which they are in arrear; in accordance with the letter of the Provincial Secretary, dated 20th March, 1865.

| Names.                                    | Counties.               | Amounts due.<br>—<br>Dates when due. | Period for which they<br>are in arrear for<br>their accounts. | Remarks.                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-------------------------------------------|-------------------------|--------------------------------------|---------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| W. A. Campbell, Clerk Assizes (dead)..... | York and Peel.....      | \$425 47                             |                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                            |
| B. Murtah (dismissed).....                | Elgin .....             | 222 62<br>30th Sept., 1860           | 1st October, 1860, to 1st<br>November, 1861.....              | Mr. Murtah, the late Deputy Clerk of the Crown, &c., is still indebted \$222.62, and is also in arrear for his accounts for the period from the 1st October, 1860, to 1st November, 1861. The amount of the fees which he may have received during this period is unknown, against which his salary for that period, amounting to \$333.33, has been retained.                                                             |
| P. Inglis.....                            | Grey .....              | \$79 03<br>30th June, 1864           |                                                               | The Warrant for \$75, for his salary, for quarter ended 30th June, 1865, is held against this amount.                                                                                                                                                                                                                                                                                                                      |
| C. H. Sache (dead).....                   | Lanark and Renfrew..... | \$330 79<br>26th April, 1862         |                                                               | The amount (\$330 79) due by the late C. H. Sache still remains unpaid.                                                                                                                                                                                                                                                                                                                                                    |
| D. McG. Askin (dead) .....                | Middlesex.....          | \$1,390 93<br>30th June, 1860        | 1st July to the 15th<br>September, 1860.....                  | The late D. McG. Askin's indebtedness of \$1,390.93, on 30th June, 1860, still remains unpaid. In addition to this, he appears to be in arrears for his accounts from 1st July to 15th September, 1860, as no accounts have been rendered. The amount is unknown. Against this indebtedness, his salary from 1st October, 1859, to 15th September, 1860, amounting to \$383.34, which has been retained, is to be applied. |

|                                               |                |              |                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------------------------|----------------|--------------|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A. Stuart (dismissed).....                    | Wentworth..... | Unknown..... | 1st January, 1861, to<br>31st December, 1862.... | Mr. Stuart is in arrear for his accounts for the years 1861 and 1862. The fees he received during that period must have amounted to a very large sum—probably not less than \$4,000—no portion of which has been accounted for. His salary for that period for which he is in arrear, at the rate of \$409 per annum, has been retained.                                                                                               |
| C. C. Small (Clerk Crown), dead.....          | Toronto .....  | \$451 00     | From 1856 to 1861 .....                          | By the letter of the Solicitor General for Upper Canada, of 4th November, 1862, there appears to have been 451 Commissions issued in the office of the Clerk of the Crown, during the period from the year 1856 to 1861, not accounted for, amounting to \$902, one-half to be charged against the late C. C. Small; the other half against W. B. Heward, Clerk of the Heir and Devisee Commission, as instructed by the above letter. |
| W. B. Heward (Clerk of Heir and Devisee)..... | do .....       | 451 00       | do .....                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                        |

WILLIAM DICKINSON, D. I. G.

INSPECTOR GENERAL'S OFFICE,  
Quebec, August 18th, 1865.



**RETURN** of the Clerks and Deputy Clerks of the Crown and Pleas, Deputy Masters and Deputy Registrars in Chancery in arrear for their Accounts, and for amounts due for Fees received, shewing the period for which they are in arrear. In accordance with the letter of the Provincial Secretary, dated 20th March, 1865.

**DEPUTY MASTERS AND DEPUTY REGISTRARS IN CHANCERY.**

| Names.                 | Counties.                         | Amounts, and dates when due. | Periods for which they are in arrears for their Accounts.                                                                                                                                           |
|------------------------|-----------------------------------|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| S. S. Macdonell.....   | Essex .....                       | \$60.33.....                 | \$60 of which arises from a charge of \$4 for each Return made by him not allowed.                                                                                                                  |
| D. A. Croasor.....     | Grey .....                        | Unknown .....                | Accounts from 1st July, 1863, to 30th September, 1864, have not been rendered.                                                                                                                      |
| W. W. Dean.....        | Hastings .....                    | do .....                     | do .....                                                                                                                                                                                            |
| G. Williams.....       | Kent .....                        | do .....                     | Has not rendered any accounts since his appointment.                                                                                                                                                |
| J. Stanton.....        | Elgin .....                       | do .....                     | do .....                                                                                                                                                                                            |
| J. Powell.....         | Lincoln.....                      | do .....                     | Accounts from 1st October, 1862, to 31st March, 1864, have not been rendered.                                                                                                                       |
| G. H. Powell .....     | do .....                          | do .....                     | Accounts from 1st July, 1863, to 30th September, 1864, have not been rendered.                                                                                                                      |
| Jas. Shanly, Junr..... | Middlesex .....                   | do .....                     | Accounts from 1st July, 1863, do .....                                                                                                                                                              |
| G. H. Dartnell .....   | Ontario .....                     | do .....                     | Accounts from 1st January, 1863, do .....                                                                                                                                                           |
| H. B. Beard .....      | Oxford .....                      | do .....                     | do .....                                                                                                                                                                                            |
| R. T. Huggard.....     | Perth .....                       | do .....                     | Accounts from 1st July, 1863, do .....                                                                                                                                                              |
| J. McDonell.....       | Stormont, Dundas and Glengarry... | do .....                     | Has not rendered any Accounts since his appointment.                                                                                                                                                |
| G. Palmer .....        | Wellington.....                   | do .....                     | do .....                                                                                                                                                                                            |
| W. Leggo.....          | Wentworth.....                    | \$475.11 .....               | Part of 4th and the 5th and 6th instalments of Principal and Interest, accrued up to 1st July, 1865, on his original indebtedness of \$4,007.37, for which the Government holds a Bond in security. |

DEPUTY INSPECTOR GENERAL'S OFFICE, Quebec, 18th August, 1865.

WILLIAM DICKINSON, D. I. G.

RETURN of County Crown Attorneys of Upper Canada who, previous to the going into effect of the law for collecting fees on Law Proceedings by Stamps, were in arrears for fees received by them, showing at what period the several amounts became due.—In accordance with the Provincial Secretary's letter of 20th March, 1865.

| Counties.                | County Attorneys.   | Amounts due.      | From what period due.     | Remarks.                                                           |
|--------------------------|---------------------|-------------------|---------------------------|--------------------------------------------------------------------|
| Hastings.....            | J. O'Hare.....      | \$ 218 70<br>cts. | 30th June, 1863.....      | Reported to Attorney General 8th Feby., 1864,<br>and put in suit.  |
| Lenark and Renfrew..     | D. McMartin.....    | 1721 96           | 30th September, 1863..... | Put in suit, vide O. C. of 27th do                                 |
| Leeds and Grenville..... | H. S. Hubble.....   | 571 75            | 31st December, 1862 ..... | Reported to Attorney General 27th August,<br>1863, for collection. |
| Ontario. . . . .         | W. H. Tremayne..... | 1016 49           | 30th June, 1863.....      | Reported to Attorney General 8th Feby., 1864,<br>and put in suit.  |
| Simcoe.....              | H. B. Hopkins.....  | 463 75            | 30th September, 1862..... | Ordered to be put in suit, vide O. C. 22nd<br>July, 1863.          |
| York and Peel.....       | R. Dempsey .....    | 1461 18           | 31st December, 1861.....  | Reported to Atty-Gen. 6th Sept., 1862, for<br>collection.          |

WM. DICKINSON,  
D. I. G.

INSPECTOR GENERAL'S OFFICE,  
Quebec, August 22nd, 1865.

# ESTIMATES

OF THE

# PROVINCE OF CANADA,

FOR THE FINANCIAL YEAR ENDING 30<sup>TH</sup> JUNE,

# 1866.

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# ESTIMATES

Of the Province of Canada, for the financial year ending 30th June, 1866.

| SERVICE.                                                                   | Amount. |      | Total. | Appropriated out of Vote of Credit. |       | To be voted. |
|----------------------------------------------------------------------------|---------|------|--------|-------------------------------------|-------|--------------|
|                                                                            | \$      | cts. |        | \$                                  | cts.  |              |
| <i>Civil Government.</i>                                                   |         |      |        |                                     |       |              |
| Governor General's Secretary's Office .....                                | 1976    | 00   |        |                                     |       |              |
| Provincial Secretary's Office .....                                        | 12266   | 80   |        |                                     |       |              |
| Provincial Registrar's Office .....                                        | 4915    | 00   |        |                                     |       |              |
| Receiver General's Office .....                                            | 12185   | 00   |        |                                     |       |              |
| Department of the Minister of Finance .....                                |         |      |        |                                     |       |              |
| do do Customs Branch .....                                                 | 36800   | 00   |        |                                     |       |              |
| do do Audit Branch .....                                                   | 8950    | 00   |        |                                     |       |              |
| Executive Council Office .....                                             | 21010   | 00   |        |                                     |       |              |
| Department of Public Works .....                                           | 17475   | 00   |        |                                     |       |              |
| do do Engineering Branch .....                                             | 24240   | 00   |        |                                     |       |              |
| Bureau of Agriculture .....                                                | 59306   | 00   |        |                                     |       |              |
| Post Office Department .....                                               | 2410    | 00   |        |                                     |       |              |
| do do Crown Lands Department .....                                         | 4838    | 32   |        |                                     |       |              |
| do do Indian Management Branch .....                                       | 60000   | 00   |        |                                     |       |              |
| Office of the Attorney and Solicitor General, East .....                   | 154     | 66   |        |                                     |       |              |
| do do West .....                                                           |         |      |        |                                     |       |              |
| Contingencies .....                                                        |         |      |        |                                     |       |              |
| Arrears of Salaries, Governor Secretary's Office .....                     |         |      | 266556 | 78                                  | 70000 | 00           |
| <i>Administration of Justice, Canada East.</i>                             |         |      |        |                                     |       |              |
| To meet Salaries and contingent expenses, not otherwise provided for ..... |         |      | 170000 | 00                                  | 40000 | 00           |
| <i>Administration of Justice, Canada West.</i>                             |         |      |        |                                     |       |              |
| To meet Salaries and contingent expenses, not otherwise provided for ..... |         |      | 37910  | 00                                  | 10000 | 00           |
| <i>Police.</i>                                                             |         |      |        |                                     |       |              |
| Expenses of the River Police, Quebec, for the present year .....           | 11000   | 00   |        |                                     |       |              |
| do do Montreal, do (whereof \$3700 to be repaid by .....                   |         |      |        |                                     |       |              |
| do do Harbour Commissioners) .....                                         | 11000   | 00   |        |                                     |       |              |
|                                                                            |         |      | 22000  | 00                                  | 10000 | 00           |

|                                                                                            |          |    |  |  |  |  |
|--------------------------------------------------------------------------------------------|----------|----|--|--|--|--|
|                                                                                            | 115900   | 00 |  |  |  |  |
|                                                                                            | 49655    | 00 |  |  |  |  |
|                                                                                            | 32150    | 00 |  |  |  |  |
|                                                                                            | 32080    | 00 |  |  |  |  |
|                                                                                            | 11000    | 00 |  |  |  |  |
|                                                                                            | 63120    | 00 |  |  |  |  |
|                                                                                            | 244280   | 00 |  |  |  |  |
|                                                                                            | 54880    | 00 |  |  |  |  |
|                                                                                            | 160000   | 00 |  |  |  |  |
|                                                                                            | 50000    | 00 |  |  |  |  |
|                                                                                            | 362280   | 00 |  |  |  |  |
|                                                                                            | 70000    | 00 |  |  |  |  |
|                                                                                            | 180785   | 00 |  |  |  |  |
| <i>Penitentiary, Reformatories and Prison Inspection.</i>                                  |          |    |  |  |  |  |
| Provincial Penitentiary—                                                                   |          |    |  |  |  |  |
| Maintenance (against which there will be revenue estimated at \$40000) .....               | \$107400 | 00 |  |  |  |  |
| Building Materials, &c. ....                                                               | 3500     | 00 |  |  |  |  |
| Rockwood Asylum—                                                                           |          |    |  |  |  |  |
| Building Materials .....                                                                   | 5650     | 00 |  |  |  |  |
| Salaries of Architect, Officers and Guards connected with building operations. ..          | 7490     | 00 |  |  |  |  |
| Heating and Lighting Buildings, and making provision for Water supply .....                | 20400    | 00 |  |  |  |  |
| Maintenance .....                                                                          | 33540    | 00 |  |  |  |  |
| do do .....                                                                                | 16115    | 00 |  |  |  |  |
| Reformatory Prison at Penetanguishene—                                                     |          |    |  |  |  |  |
| Maintenance .....                                                                          | \$ 20500 | 00 |  |  |  |  |
| New Buildings .....                                                                        | 11050    | 00 |  |  |  |  |
| Reformatory Prison, St. Vincent de Paul—                                                   |          |    |  |  |  |  |
| Maintenance .....                                                                          | \$24550  | 00 |  |  |  |  |
| To replace Stores, Furniture and Tools destroyed by fire 7th August, 1864, and .....       | 7530     | 00 |  |  |  |  |
| do do for fencing, &c., &c. ....                                                           |          |    |  |  |  |  |
| Inspection of Prisons and Asylums .....                                                    |          |    |  |  |  |  |
| <i>Legislation.</i>                                                                        |          |    |  |  |  |  |
| Legislative Council—                                                                       |          |    |  |  |  |  |
| Salaries and Contingent Expenses. (Two sessions) .....                                     |          |    |  |  |  |  |
| Legislative Assembly—                                                                      |          |    |  |  |  |  |
| Salaries and Contingent Expenses. do do .....                                              |          |    |  |  |  |  |
| <i>Miscellaneous—</i>                                                                      |          |    |  |  |  |  |
| Printing and binding the Laws, do .....                                                    | \$35000  | 00 |  |  |  |  |
| Distributing do do .....                                                                   | 4000     | 00 |  |  |  |  |
| Printing Civil Code for Lower Canada .....                                                 | 10000    | 00 |  |  |  |  |
| Grant to Parliamentary Library .....                                                       | 4000     | 00 |  |  |  |  |
| Salary of Clerk of the Crown in Chancery .....                                             | 1280     | 00 |  |  |  |  |
| Contingencies of do do .....                                                               | 600      | 00 |  |  |  |  |
| <i>Education.</i>                                                                          |          |    |  |  |  |  |
| Additional sum for Common Schools Upper and Lower Canada (\$6000 of which out of the ..... |          |    |  |  |  |  |
| Lower Canada share to be applied to Normal Schools) .....                                  |          |    |  |  |  |  |
| Aid to Superior Education Income Fund, Lower Canada .....                                  | \$25000  | 00 |  |  |  |  |
| do do Upper Canada .....                                                                   | 25000    | 00 |  |  |  |  |

ESTIMATES for the year ending 30th June, 1866.—Continued.

|                                                                                                                                     | Amount. |            | Total. |           | Appropriated out of Vote of Credit. |      | To be voted. |           |
|-------------------------------------------------------------------------------------------------------------------------------------|---------|------------|--------|-----------|-------------------------------------|------|--------------|-----------|
|                                                                                                                                     | \$      | cts.       | \$     | cts.      | \$                                  | cts. | \$           | cts.      |
| <b>S E R V I C E.</b>                                                                                                               |         |            |        |           |                                     |      |              |           |
| <i>Education.—Continued.</i>                                                                                                        |         |            |        |           |                                     |      |              |           |
| To be distributed as follows—                                                                                                       |         |            |        |           |                                     |      |              |           |
| Victoria College, Cobourg.....                                                                                                      |         |            |        |           |                                     |      |              |           |
| Queen's College, Kingston.....                                                                                                      |         | \$5000 00  |        |           |                                     |      |              |           |
| Regopolis College, do.....                                                                                                          |         | 5000 00    |        |           |                                     |      |              |           |
| St. Michael's College, Toronto.....                                                                                                 |         | 3000 00    |        |           |                                     |      |              |           |
| Trinity College, do.....                                                                                                            |         | 2000 00    |        |           |                                     |      |              |           |
| Bytown College, Ottawa.....                                                                                                         |         | 4000 00    |        |           |                                     |      |              |           |
| L'Assomption College, Saultwich.....                                                                                                |         | 1400 00    |        |           |                                     |      |              |           |
| Grammar School Fund, U. C.....                                                                                                      |         | 3600 00    |        |           |                                     |      |              |           |
|                                                                                                                                     |         | \$25000 00 |        |           |                                     |      |              |           |
| Additional sum for Common Schools, Upper and Lower Canada, the proportion for Upper Canada to be applicable to Grammar Schools..... |         | 32000 00   |        |           |                                     |      |              |           |
| Advance to Superior Education Fund, Lower Canada, to meet the deficit of Income.....                                                |         | 30000 00   |        |           |                                     |      |              |           |
| Salaries and Contingencies of Department of Education, L. C.....                                                                    |         | 19485 00   |        |           |                                     |      | 4500 00      |           |
| do do do U. C.....                                                                                                                  |         | 13600 00   |        |           |                                     |      | 3500 00      |           |
|                                                                                                                                     |         |            |        | 305085 00 |                                     |      |              | 297055 00 |
| <i>Literary and Scientific Institutions.</i>                                                                                        |         |            |        |           |                                     |      |              |           |
| Observatory Quebec—to defray expenses.....                                                                                          |         | 2400 00    |        |           |                                     |      | 1500 00      |           |
| do Toronto.....                                                                                                                     |         | 4800 00    |        |           |                                     |      |              |           |
| do Kingston.....                                                                                                                    |         | 500 00     |        |           |                                     |      |              |           |
| do Isle Jesus.....                                                                                                                  |         | 500 00     |        |           |                                     |      |              |           |
| do do do McGill College, Montreal.....                                                                                              |         | 750 00     |        |           |                                     |      |              |           |
| do do do Victoria College, Cobourg.....                                                                                             |         | 750 00     |        |           |                                     |      |              |           |
| do do do Toronto.....                                                                                                               |         | 750 00     |        |           |                                     |      |              |           |
| do do do Kingston.....                                                                                                              |         | 750 00     |        |           |                                     |      |              |           |
| do do do Canadian Institute, Toronto.....                                                                                           |         | 750 00     |        |           |                                     |      |              |           |
| do do do Natural History Society, Montreal.....                                                                                     |         | 750 00     |        |           |                                     |      |              |           |
| do do do Literary and Historical Society, Quebec.....                                                                               |         | 750 00     |        |           |                                     |      |              |           |
| do do do Canadian Institute, Ottawa.....                                                                                            |         | 300 00     |        |           |                                     |      |              |           |
| do do do Athenæum, do.....                                                                                                          |         | 300 00     |        |           |                                     |      |              |           |
|                                                                                                                                     |         | 800 00     |        | 14800 00  |                                     |      |              | 13000 00  |
| <i>Hospitals and Charities.</i>                                                                                                     |         |            |        |           |                                     |      |              |           |
| Marine and Emigrant Hospital, Quebec.....                                                                                           |         | 21098 00   |        |           |                                     |      |              |           |
| Provincial Lunatic Asylum, including University Branch, Toronto—Maintenance, &c.....                                                |         | 69530 00   |        |           |                                     |      |              |           |

|                                                                                                                                          |  |            |  |           |  |          |  |          |
|------------------------------------------------------------------------------------------------------------------------------------------|--|------------|--|-----------|--|----------|--|----------|
| <i>Orville Lunatic Asylum—</i>                                                                                                           |  |            |  |           |  |          |  |          |
| Maintenance for current year.....                                                                                                        |  | \$14750 00 |  |           |  |          |  |          |
| Additional to meet outstanding liabilities of last year.....                                                                             |  | 2550 00    |  |           |  |          |  |          |
|                                                                                                                                          |  | 17100 00   |  | 241661 69 |  | 60000 00 |  | 61031 69 |
| <i>Malden Lunatic Asylum—Maintenance.....</i>                                                                                            |  | 27800 00   |  |           |  |          |  |          |
| <i>St. John's Lunatic Asylum—do.....</i>                                                                                                 |  | 14500 00   |  |           |  |          |  |          |
| <i>Beaufort Lunatic Asylum, Quebec.....</i>                                                                                              |  | 90653 69   |  |           |  |          |  |          |
| Arrears of last year.....                                                                                                                |  | 800 00     |  |           |  |          |  |          |
| <i>Shipwrecked Mariners.....</i>                                                                                                         |  |            |  | 30000 00  |  |          |  | 15000 00 |
| <i>Geological Survey.</i>                                                                                                                |  |            |  |           |  |          |  |          |
| To meet expenses of the Geological Survey of the Province of Canada, for the year ending 30th June, 1866.....                            |  |            |  |           |  |          |  |          |
|                                                                                                                                          |  | 4000 00    |  |           |  | 4000 00  |  |          |
|                                                                                                                                          |  | 3000 00    |  |           |  |          |  |          |
|                                                                                                                                          |  | 1000 00    |  |           |  |          |  |          |
|                                                                                                                                          |  |            |  | 3800 00   |  |          |  | 4000 00  |
| <i>Arts, Agriculture and Statistics.</i>                                                                                                 |  |            |  |           |  |          |  |          |
| <i>Agricultural Societies.</i>                                                                                                           |  |            |  |           |  |          |  |          |
| Aid to Boards of Agriculture, Upper and Lower Canada, at \$4,000 each.....                                                               |  |            |  | 3000 00   |  |          |  | None.    |
| <i>Emigration.</i>                                                                                                                       |  |            |  |           |  |          |  |          |
| Salaries and Contingent Expenses of the Emigration Department, and for maintenance of the Quarantine-Establishment at Grosse Pointe..... |  |            |  | 49000 00  |  | 30000 00 |  | 29000 00 |
| <i>Pensions.</i>                                                                                                                         |  |            |  |           |  |          |  |          |
| Samuel Waller, as late Clerk of Committees to the Legislative Assembly, Lower Canada.....                                                |  | 600 00     |  |           |  |          |  |          |
| John Bright, as late Messenger, do do do.....                                                                                            |  | 80 00      |  |           |  |          |  |          |
| Louis Gagné, do do do.....                                                                                                               |  | 72 00      |  |           |  |          |  |          |
| G. B. Faribault, as late Clerk Assistant, Legislative Assembly.....                                                                      |  | 1000 00    |  |           |  |          |  |          |
| Mrs. Charlotte Antrobus.....                                                                                                             |  | 800 00     |  |           |  |          |  |          |
| Mrs. Charlotte McCormick.....                                                                                                            |  | 400 00     |  |           |  |          |  |          |
| Pierre Bouchard, for wounds received in the public service.....                                                                          |  | 100 00     |  |           |  |          |  |          |
| Jacques Brien, do do do.....                                                                                                             |  | 80 00      |  |           |  |          |  |          |
|                                                                                                                                          |  |            |  | 3532 00   |  | 863 00   |  | 2669 00  |
| <i>Indian Annuities.</i>                                                                                                                 |  |            |  |           |  |          |  |          |
| New Indian Annuities.....                                                                                                                |  | 1400 00    |  |           |  |          |  |          |
| Lower Canada Indians.....                                                                                                                |  | 400 00     |  |           |  |          |  |          |
|                                                                                                                                          |  |            |  | 4800 00   |  | 4400 00  |  | 400 00   |
| <i>Rents, Insurances and Repairs, Public Buildings—Including two years' Rent of Rideau Hall.....</i>                                     |  |            |  | 63000 00  |  | 12000 00 |  | 41000 00 |

ESTIMATES for the year ending 30th June, 1866.—Continued.

| S E R V I C E.                                                                                                             | Amount. |       | Total. |       | Appropriated out of Vote of Credit. |       | To be voted. |       |
|----------------------------------------------------------------------------------------------------------------------------|---------|-------|--------|-------|-------------------------------------|-------|--------------|-------|
|                                                                                                                            | \$      | cts.  | \$     | cts.  | \$                                  | cts.  | \$           | cts.  |
| <i>Roads and Bridges.</i>                                                                                                  |         |       |        |       |                                     |       |              |       |
| Colonization Roads of Upper Canada.....                                                                                    | 50000   | 00    | 50000  | 00    | 50000                               | 00    | 50000        | 00    |
| do Lower Canada.....                                                                                                       | 50000   | 00    | 50000  | 00    | 50000                               | 00    | None.        |       |
| Balance of Improvement Fund.....                                                                                           | 100000  | 00    | 100000 | 00    | 100000                              | 00    | None.        |       |
| <i>Ocean and River Steam Service.</i>                                                                                      |         |       |        |       |                                     |       |              |       |
| Tug Service between Montreal and Kingston.....                                                                             | 12500   | 00    | 12500  | 00    | 12500                               | 00    | 12500        | 00    |
| Provincial Steamers.....                                                                                                   | 60000   | 00    | 60000  | 00    | 60000                               | 00    | 60000        | 00    |
| <i>Light-Houses and Coast Service.</i>                                                                                     |         |       |        |       |                                     |       |              |       |
| Trinity House, Quebec, as per detailed Estimates.....                                                                      | 44221   | 10    | 44221  | 10    | 44221                               | 10    | 44221        | 10    |
| do Montreal, do.....                                                                                                       | 24950   | 00    | 24950  | 00    | 24950                               | 00    | 24950        | 00    |
| Inland Lake and River Lights.....                                                                                          | 40000   | 00    | 40000  | 00    | 40000                               | 00    | 40000        | 00    |
| Allowance to Pierre Brochu, for residing at Lake Manapadin, on the Kompt Road, to assist travellers thereon.....           |         | \$100 |        | \$100 |                                     | \$100 |              | \$100 |
| do to Marcel Brochu, do.....                                                                                               |         | 100   |        | 100   |                                     | 100   |              | 100   |
| do to Jonathan Noble, do.....                                                                                              |         | 100   |        | 100   |                                     | 100   |              | 100   |
| do to Thomas Evans, do.....                                                                                                |         | 100   |        | 100   |                                     | 100   |              | 100   |
| Proportion of expense of maintenance of Light-Houses on Islands of St. Paul and Scatterie, in the Gulf.....                | 400     | 00    | 400    | 00    | 400                                 | 00    | 400          | 00    |
| <i>Cutting Timber.</i>                                                                                                     |         |       |        |       |                                     |       |              |       |
| Salaries and Contingent Expenses of Supervisor of Cutters' Office, Quebec and Montreal (exclusive of fees to cutlers)..... | 2500    | 00    | 2500   | 00    | 2500                                | 00    | 2500         | 00    |
| <i>Fisheries.</i>                                                                                                          |         |       |        |       |                                     |       |              |       |
| Lower Canada (including Bounties).....                                                                                     | 24500   | 00    | 24500  | 00    | 24500                               | 00    | 24500        | 00    |
| Upper Canada.....                                                                                                          | 8000    | 00    | 8000   | 00    | 8000                                | 00    | 8000         | 00    |
| <i>Railway and Steamboat Inspection.</i>                                                                                   |         |       |        |       |                                     |       |              |       |
| Railways.....                                                                                                              | 5000    | 00    | 5000   | 00    | 5000                                | 00    | 5000         | 00    |
| Steamboats.....                                                                                                            | 6500    | 00    | 6500   | 00    | 6500                                | 00    | 6500         | 00    |
| <i>Miscellaneous.</i>                                                                                                      |         |       |        |       |                                     |       |              |       |
| For Miscellaneous Government Printing.....                                                                                 | 6000    | 00    | 6000   | 00    | 6000                                | 00    | 6000         | 00    |
| For Advertisements and Subscriptions, Canada Gazette.....                                                                  | 6500    | 00    | 6500   | 00    | 6500                                | 00    | 6500         | 00    |
| For Postages of Canada Gazette.....                                                                                        | 800     | 00    | 800    | 00    | 800                                 | 00    | 800          | 00    |
| Removal to Ottawa, additional.....                                                                                         | 50000   | 00    | 50000  | 00    | 50000                               | 00    | 50000        | 00    |
| Miscellaneous unforeseen expenses of the Public Service.....                                                               | 1200    | 00    | 1200   | 00    | 1200                                | 00    | 1200         | 00    |
| Shipping Master's Office.....                                                                                              | 500     | 00    | 500    | 00    | 500                                 | 00    | 500          | 00    |
| Costs of Suit in re H. McCarthy.....                                                                                       | 71      | 15    | 71     | 15    | 71                                  | 15    | 71           | 15    |
| To pay advertising Official Assignees under Insolvent Act by Board of Trade, Montreal.....                                 |         |       |        |       |                                     |       |              |       |
| <i>Collection, Maintenance and other Charges on Revenue.</i>                                                               |         |       |        |       |                                     |       |              |       |
| Customs (exclusive of duties refunded).....                                                                                | 350000  | 00    | 350000 | 00    | 350000                              | 00    | 350000       | 00    |
| Excise (exclusive of commissions).....                                                                                     | 10000   | 00    | 10000  | 00    | 10000                               | 00    | 10000        | 00    |
| Fest Office, ordinary expenditure.....                                                                                     | 620000  | 00    | 620000 | 00    | 620000                              | 00    | 620000       | 00    |
| do Grand Trunk, Great Western and Northern Railway Service.....                                                            | 240000  | 00    | 240000 | 00    | 240000                              | 00    | 240000       | 00    |
| Public Works, Maintenance.....                                                                                             | 125000  | 00    | 125000 | 00    | 125000                              | 00    | 125000       | 00    |
| do Repairs.....                                                                                                            | 125000  | 00    | 125000 | 00    | 125000                              | 00    | 125000       | 00    |
| do Collection and Miscellaneous.....                                                                                       | 40000   | 00    | 40000  | 00    | 40000                               | 00    | 40000        | 00    |
| Territorial Surveys, Upper Canada.....                                                                                     | 30000   | 00    | 30000  | 00    | 30000                               | 00    | 30000        | 00    |
| do Lower Canada.....                                                                                                       | 30000   | 00    | 30000  | 00    | 30000                               | 00    | 30000        | 00    |
| do do Miscellaneous Expenditure.....                                                                                       | 60000   | 00    | 60000  | 00    | 60000                               | 00    | 60000        | 00    |
| Hamilton and Port Doyer Road.....                                                                                          | 5500    | 00    | 5500   | 00    | 5500                                | 00    | 5500         | 00    |
| Fines and Forfeitures, Stamps, &c. (exclusive of commissions).....                                                         | 10000   | 00    | 10000  | 00    | 10000                               | 00    | 10000        | 00    |
| Total.....                                                                                                                 | 125101  | 15    | 125101 | 15    | 100060                              | 00    | 26101        | 15    |
|                                                                                                                            |         |       |        |       |                                     |       | 1062500      | 00    |
|                                                                                                                            |         |       |        |       |                                     |       | 956322       | 40    |
|                                                                                                                            |         |       |        |       |                                     |       | 2723419      | 72    |

| S E R V I C E.                                                                             | Amount. |      | Total. |      | Appropriated out of Vote of Credit. |      | To be voted. |      |
|--------------------------------------------------------------------------------------------|---------|------|--------|------|-------------------------------------|------|--------------|------|
|                                                                                            | \$      | cts. | \$     | cts. | \$                                  | cts. | \$           | cts. |
| <i>Miscellaneous.</i>                                                                      |         |      |        |      |                                     |      |              |      |
| For Miscellaneous Government Printing.....                                                 | 6000    | 00   | 6000   | 00   | 6000                                | 00   | 6000         | 00   |
| For Advertisements and Subscriptions, Canada Gazette.....                                  | 6500    | 00   | 6500   | 00   | 6500                                | 00   | 6500         | 00   |
| For Postages of Canada Gazette.....                                                        | 800     | 00   | 800    | 00   | 800                                 | 00   | 800          | 00   |
| Removal to Ottawa, additional.....                                                         | 50000   | 00   | 50000  | 00   | 50000                               | 00   | 50000        | 00   |
| Miscellaneous unforeseen expenses of the Public Service.....                               | 1200    | 00   | 1200   | 00   | 1200                                | 00   | 1200         | 00   |
| Shipping Master's Office.....                                                              | 500     | 00   | 500    | 00   | 500                                 | 00   | 500          | 00   |
| Costs of Suit in re H. McCarthy.....                                                       | 71      | 15   | 71     | 15   | 71                                  | 15   | 71           | 15   |
| To pay advertising Official Assignees under Insolvent Act by Board of Trade, Montreal..... |         |      |        |      |                                     |      |              |      |
| <i>Collection, Maintenance and other Charges on Revenue.</i>                               |         |      |        |      |                                     |      |              |      |
| Customs (exclusive of duties refunded).....                                                | 350000  | 00   | 350000 | 00   | 350000                              | 00   | 350000       | 00   |
| Excise (exclusive of commissions).....                                                     | 10000   | 00   | 10000  | 00   | 10000                               | 00   | 10000        | 00   |
| Fest Office, ordinary expenditure.....                                                     | 620000  | 00   | 620000 | 00   | 620000                              | 00   | 620000       | 00   |
| do Grand Trunk, Great Western and Northern Railway Service.....                            | 240000  | 00   | 240000 | 00   | 240000                              | 00   | 240000       | 00   |
| Public Works, Maintenance.....                                                             | 125000  | 00   | 125000 | 00   | 125000                              | 00   | 125000       | 00   |
| do Repairs.....                                                                            | 125000  | 00   | 125000 | 00   | 125000                              | 00   | 125000       | 00   |
| do Collection and Miscellaneous.....                                                       | 40000   | 00   | 40000  | 00   | 40000                               | 00   | 40000        | 00   |
| Territorial Surveys, Upper Canada.....                                                     | 30000   | 00   | 30000  | 00   | 30000                               | 00   | 30000        | 00   |
| do Lower Canada.....                                                                       | 30000   | 00   | 30000  | 00   | 30000                               | 00   | 30000        | 00   |
| do do Miscellaneous Expenditure.....                                                       | 60000   | 00   | 60000  | 00   | 60000                               | 00   | 60000        | 00   |
| Hamilton and Port Doyer Road.....                                                          | 5500    | 00   | 5500   | 00   | 5500                                | 00   | 5500         | 00   |
| Fines and Forfeitures, Stamps, &c. (exclusive of commissions).....                         | 10000   | 00   | 10000  | 00   | 10000                               | 00   | 10000        | 00   |
| Total.....                                                                                 | 125101  | 15   | 125101 | 15   | 100060                              | 00   | 26101        | 15   |
|                                                                                            |         |      |        |      |                                     |      | 1062500      | 00   |
|                                                                                            |         |      |        |      |                                     |      | 956322       | 40   |
|                                                                                            |         |      |        |      |                                     |      | 2723419      | 72   |

## STATEMENT

Shewing the details of certain Services for which a Vote of the Legislature is required, for the Financial Year ending 30th June, 1866.

| SERVICE.                                    | Amount. | Authority.               | Amount.  | Total.   |                          |         |          |
|---------------------------------------------|---------|--------------------------|----------|----------|--------------------------|---------|----------|
|                                             | \$ cts. |                          | \$ cts.  | \$ cts.  |                          |         |          |
| <b>CIVIL GOVERNMENT.</b>                    |         |                          |          |          |                          |         |          |
| <i>Governor General.</i> .....              |         | Con. Stat. Can., cap. 10 |          | 31111 07 |                          |         |          |
| <i>Civil Secretary's Office.</i>            |         |                          |          |          |                          |         |          |
| Secretary.....                              | 3000 00 | do do ...                | 6144 00  |          |                          |         |          |
| 1st Clerk.....                              | 1610 00 |                          |          |          |                          |         |          |
| 2nd do.....                                 | 1400 00 |                          |          |          |                          |         |          |
| 3rd do.....                                 | 660 00  |                          |          |          |                          |         |          |
| Office Keeper.....                          | 500 00  |                          |          |          |                          |         |          |
| Messenger.....                              | 500 00  |                          |          |          |                          |         |          |
| Extra do.....                               | 450 00  |                          |          |          |                          |         |          |
|                                             | 8120 00 |                          |          |          |                          |         |          |
| <i>Provincial Secretary's Office.</i>       |         |                          |          |          |                          |         |          |
| Provincial Secretary.....                   |         | Con. Stat. Can., cap. 10 | 5000 00  | 8120 00  |                          |         |          |
| Assistant Secretary, East.....              | 2840 00 |                          |          |          |                          |         |          |
| do West.....                                | 2600 00 | do cap. 11               | 5440 00  |          |                          |         |          |
| 1 Clerk.....                                | 2000 00 | Estimates—Balance        | 1976 00  |          |                          |         |          |
| 2 Clerks, at \$1610 each.....               | 3220 00 |                          |          |          |                          |         |          |
| 3 do at \$1400 each.....                    | 4200 00 |                          |          |          |                          |         |          |
| 1 do.....                                   | 1240 00 |                          |          |          |                          |         |          |
| Office Keeper.....                          | 416 80  |                          |          |          |                          |         |          |
| 2 Messengers, at \$495 each.....            | 990 00  |                          |          |          |                          |         |          |
| Secretary to Board of Examiners.....        | 200 00  |                          |          |          |                          |         |          |
|                                             |         |                          |          |          |                          |         |          |
| <i>Provincial Registrar's Office.</i>       |         |                          |          |          |                          |         |          |
| Deputy Provincial Registrar.....            |         |                          |          |          | Con. Stat. Can., cap. 11 | 1300 00 | 22706 80 |
| 1 Clerk.....                                | 1100 00 |                          |          |          |                          |         |          |
| 1 do.....                                   | 1060 00 | Estimates.....           | 4945 00  |          |                          |         |          |
| 1 do.....                                   | 800 00  |                          |          |          |                          |         |          |
| 1 do.....                                   | 760 00  |                          |          |          |                          |         |          |
| 1 do.....                                   | 720 00  |                          |          |          |                          |         |          |
| 1 do.....                                   | 495 00  |                          |          |          |                          |         |          |
| Messenger.....                              |         |                          |          |          |                          |         |          |
|                                             |         |                          |          |          |                          |         |          |
| <i>Receiver General's Office.</i>           |         |                          |          |          |                          |         |          |
| Receiver General.....                       |         | Con. Stat. Can., cap. 10 | 5000 00  | 6745 00  |                          |         |          |
| Deputy Receiver General.....                | 2600 00 |                          |          |          |                          |         |          |
| Book-keeper.....                            | 1600 00 | do cap. 11               | 4200 00  |          |                          |         |          |
| 1 Clerk.....                                | 2000 00 | Estimates.....           | 12185 00 | 21535 00 |                          |         |          |
| 1 do.....                                   | 1600 00 |                          |          |          |                          |         |          |
| 3 Clerks, at \$1400 each.....               | 4200 00 |                          |          |          |                          |         |          |
| 2 do at \$1260 each.....                    | 2520 00 |                          |          |          |                          |         |          |
| 1 Clerk.....                                | 1000 00 |                          |          |          |                          |         |          |
| Office Keeper.....                          | 500 00  |                          |          |          |                          |         |          |
| Messenger.....                              | 365 00  |                          |          |          |                          |         |          |
|                                             |         |                          |          |          |                          |         |          |
| <i>Finance Department.</i>                  |         |                          |          |          |                          |         |          |
| Minister of Finance.....                    |         |                          |          |          | Con. Stat. Can., cap. 10 | 5000 00 |          |
| Deputy Inspector General.....               | 2600 00 |                          |          |          |                          |         |          |
| Chief Clerk and Provincial Book-keeper..... | 2000    |                          |          |          |                          |         |          |
| Less included in Estimates.....             | 200     |                          |          |          |                          |         |          |
|                                             | 1800 00 |                          |          |          |                          |         |          |
| Book-keeper.....                            | 1600 00 | do cap. 11               |          |          |                          |         |          |

## CIVIL GOVERNMENT.—Continued.

| SERVICE.                                         | Amount. | Authority.               | Amount.  | Total.   |
|--------------------------------------------------|---------|--------------------------|----------|----------|
|                                                  | \$ cts. |                          | \$ cts.  | \$ cts.  |
| <i>Finance Department.—Continued.</i>            |         |                          |          |          |
| Balance of Chief Clerk's salary.....             | 200 00  |                          |          |          |
| Book-keeper .....                                | 1600 00 |                          |          |          |
| 1 Clerk.....                                     | 1400 00 |                          |          |          |
| 1 do .....                                       | 1360 00 |                          |          |          |
| 1 do .....                                       | 1340 00 |                          |          |          |
| 1 do .....                                       | 1060 00 |                          |          |          |
| 1 do .....                                       | 1020 00 |                          |          |          |
| 1 do .....                                       | 800 00  |                          |          |          |
| 1 do .....                                       | 730 00  |                          |          |          |
| 1 do .....                                       | 640 00  |                          |          |          |
| Clerk of Quebec Fire Loan.....                   | 1000 00 |                          |          |          |
| Office Keeper .....                              | 500 00  |                          |          |          |
| Messenger .....                                  | 450 00  |                          |          |          |
|                                                  |         | Estimates.....           | 12100 00 |          |
| <i>Custom Branch.</i>                            |         |                          |          |          |
| Commissioner .....                               |         | Con. Stat. Can., cap. 11 | 2600 00  |          |
| Assistant do .....                               | 2000 00 |                          |          |          |
| 1 Clerk.....                                     | 1600 00 |                          |          |          |
| 4 do at \$1400 .....                             | 5600 00 |                          |          |          |
| 1 do .....                                       | 1240 00 |                          |          |          |
| 1 do .....                                       | 1100 00 |                          |          |          |
| 1 do .....                                       | 800 00  |                          |          |          |
| 1 do .....                                       | 900 00  |                          |          |          |
| 1 do .....                                       | 640 00  |                          |          |          |
| Messenger .....                                  | 450 00  |                          |          |          |
|                                                  |         | Estimates .....          | 14330 00 |          |
| <i>Audit Office.</i>                             |         |                          |          |          |
| Auditor of Public Accounts.....                  | 2600 00 |                          |          |          |
| 1st Book-keeper.....                             | 1600 00 |                          |          |          |
|                                                  |         | Con. Stat. Can., cap. 11 | 4200 00  |          |
| Assistant Auditor.....                           | 2400 00 |                          |          |          |
| 2nd Book-keeper.....                             | 1600 00 |                          |          |          |
| 1 Clerk .....                                    | 1400 00 |                          |          |          |
| 1 do .....                                       | 1320 00 |                          |          |          |
| 2 Clerks at \$1100.....                          | 2200 00 |                          |          |          |
| 1 Clerk.....                                     | 1000 00 |                          |          |          |
| Messenger .....                                  | 450 00  |                          |          |          |
|                                                  |         | Estimates .....          | 10370 00 |          |
| <i>Executive Council Office.</i>                 |         |                          |          |          |
| President of the Council.....                    |         | Con. Stat. Can., cap. 10 | 5000 00  |          |
| Clerk do .....                                   | 2600 00 |                          |          |          |
| Confidential Clerk .....                         | \$2000  |                          |          |          |
| Less included in Estimates... 160                |         |                          |          |          |
|                                                  | 1840 00 | do cap. 11               | 4440 00  |          |
| 1 Clerk .....                                    | 1600 00 |                          |          |          |
| Balance of Confidential Clerk's salary...        | 160 00  |                          |          |          |
| 2 Clerks at \$1400 each.....                     | 2500 00 |                          |          |          |
| 1 Clerk.....                                     | 1100 00 |                          |          |          |
| 1 do .....                                       | 800 00  |                          |          |          |
| 1 do .....                                       | 500 00  |                          |          |          |
| House Keeper .....                               | 600 00  |                          |          |          |
| 2 Messengers at \$495 each.....                  | 990 00  |                          |          |          |
| 1 do .....                                       | 400 00  |                          |          |          |
|                                                  |         | Estimates.....           | 9950 00  |          |
| <i>Department of Public Works.</i>               |         |                          |          |          |
| Commissioner .....                               |         | Con. Stat. Can., cap. 10 | 5000 00  |          |
| Deputy do .....                                  | 3300 00 |                          |          |          |
| Less chargeable to Railway Inspection Fund ..... | 900 00  | do cap. 28               | 2400 00  |          |
|                                                  |         |                          |          | 54600 00 |
|                                                  |         |                          |          | 18300 00 |



CIVIL GOVERNMENT.—Continued.

| SERVICE.                                                                | Amount.   | Authority.               | Amount.  | Total.   |
|-------------------------------------------------------------------------|-----------|--------------------------|----------|----------|
|                                                                         | \$ cts.   |                          | \$ cts.  | \$ cts.  |
| <i>Department of Public Works.—Contin'd.</i>                            |           |                          |          |          |
| Deputy Commissioner (additional).....                                   | 200 00    |                          |          |          |
| Secretary .....                                                         | 1800 00   |                          |          |          |
| Book-keeper .....                                                       | 1610 00   |                          |          |          |
| Asst. do .....                                                          | 1400 00   | Con. Stat. Can., cap. 11 | 3610 00  |          |
| Asst. do .....                                                          | 1360 00   |                          |          |          |
| Clerks, 1 at.....                                                       | 1360 00   |                          |          |          |
| 1 at.....                                                               | 1530 00   |                          |          |          |
| 2 at \$1000 each .....                                                  | 2200 00   |                          |          |          |
| 1 at.....                                                               | 800 00    |                          |          |          |
| 2 at \$730 each .....                                                   | 1460 00   |                          |          |          |
| 1 at.....                                                               | 707 50    |                          |          |          |
| Chief Messenger and House Keeper.....                                   | 500 00    |                          |          |          |
| Messengers, 2 at \$450 each.....                                        | 900 00    |                          |          |          |
| <i>Engineering Branch.</i>                                              |           | Estimates.....           | 12217 50 |          |
| Architect .....                                                         |           | Con. Stat. Can., cap. 11 | 1800 00  |          |
| Draftsmen, 1 at.....                                                    | 1240 00   |                          |          |          |
| 1 at.....                                                               | 1095 00   |                          |          |          |
| 1 at.....                                                               | 912 50    |                          |          |          |
| 3 at \$900 each.....                                                    | 2700 00   |                          |          |          |
| Clerks, 1 at.....                                                       | 1020 00   |                          |          |          |
| 2 at \$730 each.....                                                    | 1460 00   |                          |          |          |
| Messenger .....                                                         | 365 00    |                          |          |          |
|                                                                         |           | Estimates.....           | 8792 50  |          |
| <i>Department of the Minister of Agriculture.</i>                       |           |                          |          | 23320 00 |
| Minister of Agriculture.....                                            |           | Con. Stat. Can., cap. 10 | 5000 00  |          |
| Deputy to do .....                                                      | \$2600 00 |                          |          |          |
| Less salary of Secretary,<br>authorized by Civil Ser-<br>vice Act ..... | 1600 00   |                          |          |          |
|                                                                         | 1000 00   |                          |          |          |
| Asst. Secretary.....                                                    | 1610 00   |                          |          |          |
| Clerks, 1 at.....                                                       | 1200 00   |                          |          |          |
| 2 at \$1000 each.....                                                   | 2000 00   |                          |          |          |
| 2 at 960 " .....                                                        | 1920 00   |                          |          |          |
| 3 at 680 " .....                                                        | 1950 00   |                          |          |          |
| Inspector of Agencies .....                                             | 900 00    |                          |          |          |
| House Keeper.....                                                       | 500 00    |                          |          |          |
| Messengers. 2 at \$450 each .....                                       | 900 00    |                          |          |          |
| Office Keeper .....                                                     | 100 00    |                          |          |          |
| Wood Cutter .....                                                       | 365 00    |                          |          |          |
|                                                                         |           | Estimates.....           | 12475 00 |          |
| Deputy's Salary as Secretary.....                                       |           | Con. Stat. Can., cap. 11 | 1600 00  |          |
| <i>Postmaster General's Department.</i>                                 |           |                          |          | 19075 00 |
| Postmaster General.....                                                 |           | Con. Stat. Can., cap. 10 | 5000 00  |          |
| Deputy do .....                                                         | 2600 00   |                          |          |          |
| Accountant .....                                                        | 2000 00   |                          |          |          |
| Secretary .....                                                         | 1800 00   |                          |          |          |
| Cashier .....                                                           | 1600 00   |                          |          |          |
| Supt. Money Order Branch .....                                          | 2200 00   |                          |          |          |
|                                                                         |           | do cap. 11               | 10200 00 |          |
| 1st Class Clerks, 3 at \$1400 each.....                                 | 4200 00   |                          |          |          |
| 1 at.....                                                               | 1360 00   |                          |          |          |
| 1 at.....                                                               | 1340 00   |                          |          |          |
| 1 at.....                                                               | 1200 00   |                          |          |          |
| 2nd Class Clerks, 2 at \$1100 each .....                                | 2200 00   |                          |          |          |
| 1 at.....                                                               | 1060 00   |                          |          |          |
| 1 at.....                                                               | 1040 00   |                          |          |          |
| 1 at.....                                                               | 900 00    |                          |          |          |

CIVIL GOVERNMENT.—Continued.

| SERVICE.                                                                                           | Amount.  | Authority.               | Amount.  | Total.   |
|----------------------------------------------------------------------------------------------------|----------|--------------------------|----------|----------|
|                                                                                                    | \$ cts.  |                          | \$ cts.  | \$ cts.  |
| <i>Postmaster General's Dep't.—Continued.</i>                                                      |          |                          |          |          |
| 3rd Class Clerks, 4 at \$800 each.....                                                             | 3200 00  |                          |          |          |
| 1 at .....                                                                                         | 780 00   |                          |          |          |
| 1 at .....                                                                                         | 760 00   |                          |          |          |
| 2 at \$740 .....                                                                                   | 1480 00  |                          |          |          |
| 1 at .....                                                                                         | 720 00   |                          |          |          |
| 4th Class Clerks, 7 at \$500 each.....                                                             | 3500 00  |                          |          |          |
| Office Keeper.....                                                                                 | 500 00   |                          |          |          |
| <i>Office of the Attorney and Solicitor General, East.</i>                                         |          | Estimates .....          | 24240 00 | 39440 00 |
| Attorney General .....                                                                             | 5000 00  |                          |          |          |
| Solicitor General .....                                                                            | 3000 00  |                          |          |          |
| Permanent Clerk Crown Law Department (part) .....                                                  | 1200 00  |                          |          |          |
| do do (do) .....                                                                                   |          | Con. Stat. Can., cap. 10 | 9200 00  |          |
| do do (balance)..                                                                                  | 760 00   | Act 18 Vic., cap. 89...  | 240 00   |          |
| Clerk .....                                                                                        | 1200 00  |                          |          |          |
| Messenger .....                                                                                    | 450 00   |                          |          |          |
| <i>Office of the Attorney and Solicitor General, West.</i>                                         |          | Estimates .....          | 2410 00  | 11860 00 |
| Attorney General .....                                                                             | 5000 00  |                          |          |          |
| Solicitor General .....                                                                            | 3000 00  |                          |          |          |
| Chief Clerk .....                                                                                  | 1800 00  | Con. Stat. Can., cap. 10 | 8000 00  |          |
| Assistant do .....                                                                                 | 800 00   |                          |          |          |
| Private Secretary .....                                                                            | 973 32   |                          |          |          |
| Agent at Toronto .....                                                                             | 400 00   |                          |          |          |
| Messenger .....                                                                                    | 500 00   |                          |          |          |
| do .....                                                                                           | 365 00   |                          |          |          |
| <i>Crown Lands Department.</i>                                                                     |          | Estimates .....          | 4838 32  | 12838 32 |
| Commissioner of Crown Lands .....                                                                  |          | Con. Stat. Can., cap. 10 | 5000 00  |          |
| Assistant do do .....                                                                              | 2600 00  |                          |          |          |
| Deputy Surveyor General.....                                                                       | 2400 00  |                          |          |          |
| Accountant .....                                                                                   | 1610 00  |                          |          |          |
| Superintendent of Woods and Forests (part) .....                                                   | 1400 00  |                          |          |          |
| Draughtsmen, 7 at \$1200 (part).....                                                               | 8400 00  |                          |          |          |
| 2 at \$1100.....                                                                                   | 2200 00  |                          |          |          |
| 1 at .....                                                                                         | 1060 00  |                          |          |          |
| 1 at .....                                                                                         | 1000 00  |                          |          |          |
| 1 at .....                                                                                         | 730 00   |                          |          |          |
|                                                                                                    |          | do cap. 11               | 21400 00 |          |
| Balance of Salary, Superintendent of Woods and Forests.....                                        | 200 00   |                          |          |          |
| Balance of Salaries of 7 Draughtsmen, viz: \$400, \$400, \$200, \$200, \$200, \$120 and \$40 ..... | 1560 00  |                          |          |          |
| 1st Class Clerks, 3 at \$1610 each.....                                                            | 4830 00  |                          |          |          |
| 1 at .....                                                                                         | 1600 00  |                          |          |          |
| 1 at .....                                                                                         | 1440 00  |                          |          |          |
| 7 at \$1400 each.....                                                                              | 9800 00  |                          |          |          |
| 1 at .....                                                                                         | 1360 00  |                          |          |          |
| 2nd Class Clerks, 10 at \$1100 each.....                                                           | 11000 00 |                          |          |          |
| 1 at .....                                                                                         | 1060 00  |                          |          |          |
| 6 at \$1020 .....                                                                                  | 6120 00  |                          |          |          |
| 1 at .....                                                                                         | 1000 00  |                          |          |          |
| 1 at .....                                                                                         | 960 00   |                          |          |          |
| 1 at .....                                                                                         | 940 00   |                          |          |          |
| 3rd Class Clerks, 1 at .....                                                                       | 800 00   |                          |          |          |
| 10 at \$730 .....                                                                                  | 7300 00  |                          |          |          |
| Office Keeper.....                                                                                 | 500 00   |                          |          |          |

CIVIL GOVERNMENT.—Continued.

| SERVICE.                                                | Amount. | Authority.               | Amount.   | Total.    |
|---------------------------------------------------------|---------|--------------------------|-----------|-----------|
| <i>Crown Lands Department.—Continued.</i>               | \$ cts. |                          | \$ cts.   | \$ cts.   |
| Messengers, 4 at \$450.....                             | 1800 00 | Estimates .....          | 52686 00  |           |
| 1 at .....                                              | 416 00  |                          |           |           |
| <i>Indian Branch.</i>                                   |         |                          |           |           |
| Deputy Superintendent of Indian affairs                 | 2000 00 | Estimates .....          | 6820 00   | 85706 00  |
| Chief Clerk .....                                       | 1400 00 |                          |           |           |
| Accountant .....                                        | 1400 00 |                          |           |           |
| 2 Clerks at \$730 each .....                            | 1400 00 |                          |           |           |
| House Keeper.....                                       | 120 00  |                          |           |           |
| Messenger .....                                         | 240 00  |                          |           |           |
|                                                         |         |                          |           |           |
| <i>Contingencies of Public Departments.....</i>         |         | Con. Stat. Can., cap. 10 | 30000 00  |           |
|                                                         |         | Estimates .....          | 60000 00  | 90000 00  |
| Arrears of Salaries, Governor's Secretary's Office..... |         | do .....                 |           | 154 66    |
|                                                         |         | Total Civil Gov't....    |           | 455941 85 |
| RECAPITULATION.                                         |         |                          |           |           |
| Amount authorized by Con. Stat. Can., cap. 10.....      |         | \$128065 07              |           |           |
| do do cap. 11.....                                      |         | 63680 00                 |           |           |
| do Act 18 Vic., cap. 39.....                            |         | 240 00                   |           |           |
| do Con. Stat. Can., cap. 28 .....                       |         | 2400 00                  |           |           |
|                                                         |         |                          | 194385 07 |           |
| Estimates .....                                         |         |                          | 261556 78 |           |
| Total.....                                              |         |                          |           | 455941 85 |

ADMINISTRATION OF JUSTICE—East.

| SERVICE.                                  | Amount.  | Authority.                     | Amount. | Total.   |
|-------------------------------------------|----------|--------------------------------|---------|----------|
| <i>Court of Queen's Bench.</i>            | \$ cts.  |                                | \$ cts. | \$ cts.  |
| Chief Justice .....                       | 5000 00  | Con. Stat. Can., cap. 10 ..... |         | 21000 00 |
| Four Puisné Judges, at \$4,000 each ..... | 16000 00 |                                |         |          |
| <i>Superior Court.</i>                    |          |                                |         |          |
| Chief Justice .....                       | 5000 00  | do do .....                    |         | 63000 00 |
| Six Puisné Judges, at \$4000 each.....    | 24000 00 |                                |         |          |
| Right do at \$3200 do .....               | 25600 00 |                                |         |          |
| Three do at \$2800 do .....               | 8400 00  |                                |         |          |
| <i>Court of Vice Admiralty.</i>           |          |                                |         |          |
| Judge .....                               |          | Con. Stat. L.C., cap. 98       | 2000 00 |          |
| Marshall .....                            | 333 33   | Con. Stat. Can., cap. 10       | 1000 00 | 3000 00  |
| Registrar .....                           | 666 67   |                                |         |          |
| <i>Criminal Prosecutions .....</i>        |          | Estimates .....                |         | 10000 00 |
| <i>Circuit Allowances .....</i>           |          | { Con. Stat. Can., e. 10       | 6200 00 | 8500 00  |
|                                           |          | { Estimates.....               | 2300 00 |          |

ADMINISTRATION OF JUSTICE—East—Continued.

| SERVICE.                                                      | Amount.  | Authority.                           | Amount.  | Total.    |
|---------------------------------------------------------------|----------|--------------------------------------|----------|-----------|
|                                                               | \$ cts.  |                                      | \$ cts.  | \$ cts.   |
| <i>Law Fee Fund, L. C.</i>                                    |          |                                      |          |           |
| Sheriffs—Salaries and contingencies of their offices.....     | 18500 00 |                                      |          |           |
| Prothonotaries, Clerks of the Crown and Peace .....           | 84000 00 |                                      |          |           |
| Court of Appeals .....                                        | 7000 00  |                                      |          |           |
|                                                               |          | Con. Stat. L.C., cap. 93 .....       |          | 109500 00 |
| <i>Building and Jury Fund.</i>                                |          |                                      |          |           |
| Repairs of Court Houses, &c.....                              |          | do cap. 109 .....                    |          | 10000 00  |
| Coroners' Salaries and Contingencies ...                      | 15000 00 |                                      |          |           |
| Salaries of Clerks of the Crown and Peace—New Districts ..... | 1260 00  |                                      |          |           |
| Interpreters to Courts .....                                  | 750 00   |                                      |          |           |
| High Constables' Salaries .....                               | 560 00   |                                      |          |           |
| Sheriffs—Contingencies .....                                  | 70500 00 |                                      |          |           |
|                                                               |          | Estimates .....                      |          | 88070 00  |
| <i>Maintenance of Gaols and Court Houses.</i>                 |          |                                      |          |           |
| Keepers of Gaols and Court Houses... }                        | 8800 00  | } Con. St. L.C., c. 93 }             | 8900 00  |           |
|                                                               | 100 00 |  |  |  | do c. 79 } |
| Physicians to Gaols.....                                      | 2639 94  |                                      |          |           |
| Maintenance of Gaols .....                                    | 65000 00 |                                      |          |           |
|                                                               |          | Estimates .....                      | 67639 94 | 76539 94  |
| <i>Miscellaneous.</i>                                         |          |                                      |          |           |
| Revision and preparation of Jury lists... ..                  |          | Con. Stat. L.C., cap. 84 .....       | 2000 00  |           |
| Sundry disbursements, not otherwise provided for .....        |          | Estimates .....                      | 1990 06  | 3990 06   |
|                                                               |          | Total Estimate of Ex penditure .. .. |          | 393600 00 |

RECAPITULATION.

|                                               |  |           |           |
|-----------------------------------------------|--|-----------|-----------|
| Authorized by Con. Stat. Canada, cap. 10..... |  | 91200 00  |           |
| do Con. Stat. L. C., cap. 79.....             |  | 100 00    |           |
| do do cap. 84.....                            |  | 2000 00   |           |
| do do cap. 93.....                            |  | 120300 00 |           |
| do do cap. 109.....                           |  | 10000 00  |           |
| Estimates—as detailed above .....             |  |           | 223600 00 |
|                                               |  |           | 170000 00 |
| Total .....                                   |  |           | 393600 00 |

ADMINISTRATION OF JUSTICE—West.

| SERVICE.                               | Amount. | Authority.                    | Amount.  | Total.  |
|----------------------------------------|---------|-------------------------------|----------|---------|
|                                        | \$ cts. |                               | \$ cts.  | \$ cts. |
| <i>Court of Error and Appeal.</i>      |         |                               |          |         |
| Presiding Judge .....                  |         | Act 25 Vic., cap. 18.....     |          | 1666 67 |
| <i>Court of Chancery.</i>              |         |                               |          |         |
| Chancellor .....                       | 5000 00 |                               |          |         |
| 2 Vice Chancellors, at \$4000 each ... | 8000 00 |                               |          |         |
| Master in Chancery (part) .....        | 2000 00 |                               |          |         |
| Clerk to do do .....                   | 500 00  |                               |          |         |
| Registrar do .....                     | 1600 00 |                               |          |         |
| Chief Clerk to do do .....             | 500 00  |                               |          |         |
|                                        |         | Con. Stat. U. C., c. 12 ..... | 17600 00 |         |

## ADMINISTRATION OF JUSTICE—West.—Continued.

| SERVICE.                                                                    | Amount. | Authority.                   | Amount.  | Total.   |
|-----------------------------------------------------------------------------|---------|------------------------------|----------|----------|
|                                                                             | \$ cts. |                              | \$ cts.  | \$ cts.  |
| <i>Court of Chancery.—Continued.</i>                                        |         |                              |          |          |
| Master in Chancery (per centage) .....                                      | 240 00  |                              |          |          |
| Clerk do do .....                                                           | 200 00  |                              |          |          |
| Registrar do do .....                                                       | 240 00  |                              |          |          |
| Clerk to Master in Chancery (balance)..                                     | 300 00  |                              |          |          |
| Chief Clerk to Registrar do .....                                           | 500 00  |                              |          |          |
| do Office of Master in Chancery                                             | 1600 00 |                              |          |          |
| Junior Clerk do do .....                                                    | 600 00  |                              |          |          |
| Additional Clerk, Registrar's Office.....                                   | 750 00  |                              |          |          |
| do do .....                                                                 | 600 00  |                              |          |          |
| Entering Clerk do .....                                                     | 600 00  |                              |          |          |
| do do .....                                                                 | 500 00  |                              |          |          |
| Usher and Crier .....                                                       | 450 00  |                              |          |          |
| Messenger .....                                                             | 400 00  |                              |          |          |
| Contingencies .....                                                         |         | Estimates.....               | 6300 00  |          |
|                                                                             |         | Con. Stat. U. C., c. 12..    | 600 00   | 25130 00 |
| <i>Court of Queen's Bench.</i>                                              |         |                              |          |          |
| Chief Justice .....                                                         | 5000 00 |                              |          |          |
| Two Puisné Judges, at \$4000 each .....                                     | 8000 00 |                              |          |          |
|                                                                             |         | Con. Stat. U. C., c. 10..... |          | 13000 00 |
| <i>Court of Common Pleas.</i>                                               |         |                              |          |          |
| Chief Justice .....                                                         | 5000 00 |                              |          |          |
| Two Puisné Judges, at \$4000 each .....                                     | 8000 00 |                              |          |          |
|                                                                             |         | do do .....                  |          | 13000 00 |
| <i>Court of Queen's Bench and Common Pleas.</i>                             |         |                              |          |          |
| Clerk of the Crown and Pleas, Court of Queen's Bench, (part).....           | 1600 00 |                              |          |          |
| Senior Clerk, office of do do do                                            | 1000 00 |                              |          |          |
| Junior do do do do                                                          | 600 00  |                              |          |          |
| Clerk of the Crown and Pleas, Court of Common Pleas (part) .....            | 1600 00 |                              |          |          |
| Senior Clerk, office of do do do                                            | 1000 00 |                              |          |          |
| Junior do do do do                                                          | 600 00  |                              |          |          |
| Clerk of the Process.....                                                   | 1400 00 |                              |          |          |
|                                                                             |         | do do ...                    | 7800 00  |          |
| Senior Clerk to Clerk of the C. & P. Ct. of Q. B. (per centage).....        | 200 00  |                              |          |          |
| Junior do do do do                                                          | 150 00  |                              |          |          |
| Senior Clerk to Clerk of the C. & P. Ct. of C. Pleas (per centage).....     | 200 00  |                              |          |          |
| Junior do do do do                                                          | 150 00  |                              |          |          |
|                                                                             |         | Act 18 Vic., eap. 89..       | 700 00   |          |
| Clerk of the Crown and Pleas, Court of Q. B. (balance) .....                | 240 00  |                              |          |          |
| Junior Clerk, office of do do do                                            | 250 00  |                              |          |          |
| Extra Clerk do do do.....                                                   | 600 00  |                              |          |          |
| Clerk of the Court of C. Pleas (balance)                                    | 240 00  |                              |          |          |
| Junior Clerk, office of do do                                               | 250 00  |                              |          |          |
| Assistant in office of Clerk of the Process                                 | 400 00  |                              |          |          |
| House Keeper .....                                                          | 500 00  |                              |          |          |
| Engineer .....                                                              | 450 00  |                              |          |          |
| Usher and Crier .....                                                       | 160 00  |                              |          |          |
| Messenger, Court of Common Pleas.....                                       | 160 00  |                              |          |          |
| Assistant do do Queen's Bench.....                                          | 160 00  |                              |          |          |
| Contingencies, Court of Queen's Bench..                                     | 4500 00 |                              |          |          |
| do Court of Common Pleas.                                                   | 1000 00 |                              |          |          |
| do Clerk of the Process....                                                 | 500 00  |                              |          |          |
|                                                                             |         | Estimates.....               | 9410 00  |          |
| Deputy Clerks of the Crown and Pleas of the several counties in U. Canada.. |         | Con. Stat. U. C., c. 10..    | 10600 00 | 28510 00 |

## ADMINISTRATION OF JUSTICE—West—Continued.

| SERVICE.                                                                         | Amount. | Authority.                   | Amount.   | Total.    |
|----------------------------------------------------------------------------------|---------|------------------------------|-----------|-----------|
|                                                                                  | \$ cts. |                              | \$ cts.   | \$ cts.   |
| <i>Court of Impeachment—</i><br>Salary of Clerk.....                             |         | Estimates.....               |           | 200 00    |
| <i>Surrogate Court—</i><br>Clerk.....                                            |         | Con. Stat. U. C., c. 16..... |           | 1800 00   |
| <i>Circuit Allowances—Judges Court of</i><br>Queen's Bench and Common Pleas..... |         | do c. 120.....               | 6000 00   |           |
| do Court of Chancery.....                                                        |         | Estimates.....               | 4000 00   | 10000 00  |
| <i>Criminal Prosecutions</i> .....                                               |         | do.....                      |           | 10000 00  |
| <i>Law Fee Fund—Upper Canada—</i><br>Salaries of Judges County Courts.....       |         | Con. Stat. U. C., c. 20..... |           | 90600 00  |
| <i>Administration of Criminal Justice</i> .....                                  |         | do c. 120.....               | 118000 00 |           |
| do Recorder's Courts.....                                                        |         | do c. 54.....                | 8000 00   | 124000 00 |
| <i>Miscellaneous—</i><br>Judge, District of Algoma.....                          | 2200 00 |                              |           |           |
| Sheriff, do.....                                                                 | 1000 00 |                              |           |           |
| Clerk of the Peace, do.....                                                      | 600 00  |                              |           |           |
| Clerk of the Crown, do.....                                                      | 500 00  |                              |           |           |
| Stipendiary Magistrate, Nipissing....                                            | 1200 00 |                              |           |           |
|                                                                                  |         | do c. 128.....               | 5500 00   |           |
| Allowances to Sheriffs for attending<br>Courts of Chancery.....                  |         | do c. 10.....                | 800 00    |           |
| Not otherwise enumerated.....                                                    |         | Estimates.....               | 8000 00   | 14300 00  |
|                                                                                  |         | Total.....                   |           | 332056 67 |

## RECAPITULATION.

|                                                          |  |            |           |           |
|----------------------------------------------------------|--|------------|-----------|-----------|
| Expenditure authorized by Con. Stat. U. C., cap. 10..... |  |            | 45200 00  |           |
| do do do 12.....                                         |  |            | 18200 00  |           |
| do do do 16.....                                         |  |            | 1800 00   |           |
| do do do 20.....                                         |  |            | 90600 00  |           |
| do do do 54.....                                         |  |            | 8000 00   |           |
| do do do 120.....                                        |  |            | 122000 00 |           |
| do do do 128.....                                        |  |            | 5500 00   |           |
| do Act 25 Vic., cap. 18.....                             |  |            | 1866 67   |           |
| do Act 18 Vic., cap. 89.....                             |  |            | 1380 00   |           |
|                                                          |  |            | 294146 67 |           |
| Estimates.....                                           |  |            | 37910 00  |           |
|                                                          |  | Total..... |           | 332056 67 |

## POLICE.

| SERVICE.                                                         | Amount. | Authority.                    | Amount.  | Total.   |
|------------------------------------------------------------------|---------|-------------------------------|----------|----------|
|                                                                  | \$ cts. |                               | \$ cts.  | \$ cts.  |
| <i>Quebec—Salary of Judge of Sessions of</i><br>the Peace.....   | 2400 00 |                               |          |          |
| Pay of 2 Policemen.....                                          | 730 00  |                               |          |          |
| Clothing of do and contingencies)                                | 200 00  |                               |          |          |
|                                                                  |         | Con. Stat. L. C., c. 102..... | 8300 00  |          |
| <i>River Police—Quebec</i> .....                                 |         | Estimates.....                | 11000 00 | 14300 00 |
| <i>Montreal—Salary of Judge of Sessions</i><br>of the Peace..... | 2400 00 |                               |          |          |
| Salary of Clerk.....                                             | 1095 00 |                               |          |          |

## P O L I C E.—Continued.

| SERVICE.                                                                                          | Amount.   | Authority.              | Amount.  | Total.   |
|---------------------------------------------------------------------------------------------------|-----------|-------------------------|----------|----------|
| <i>Montreal</i> —Continued.                                                                       |           |                         |          |          |
| Pay of 2 Policemen .....                                                                          | \$ 730 00 |                         | \$ cts.  | \$ cts.  |
| Clothing of do and contingencies                                                                  | 200 00    |                         |          |          |
| <i>River Police</i> — <i>Montreal</i> (including \$2700 to be repaid by Harbour Commission) ..... |           | Con. Stat. L. C. c. 102 | 4425 00  |          |
|                                                                                                   |           | Estimates .....         | 11000 00 | 15425 00 |
|                                                                                                   |           | Total .....             |          | 29725 00 |

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

|                                                               |                   |
|---------------------------------------------------------------|-------------------|
| Expenditure authorized by } Con. Stat. L. C., cap. 102.....   | 7725 00           |
| Estimates .....                                               | 22000 00          |
| Towards which receipts from Tonnage duties, Quebec \$11000 00 |                   |
| Payable by Harbour Commissioners, Montreal .....              | 3700 00           |
|                                                               | <u>\$14700 00</u> |
|                                                               | 29725 00          |

## L E G I S L A T I O N .

| SERVICE.                                                        | Amount.   | Authority.               | Amount.   | Total.    |
|-----------------------------------------------------------------|-----------|--------------------------|-----------|-----------|
| <i>Legislative Council.</i>                                     | \$ cts.   |                          | \$ cts.   | \$ cts.   |
| Salary of Speaker (part) .....                                  |           | Con. Stat., cap. 10..... | 2000 00   |           |
| Indemnity to Members and mileage—<br>(Two Sessions) .....       |           | do cap. 3.....           | 92800 00  |           |
| Balance of Speaker's Salary .....                               | 1200 00   |                          |           |           |
| Salary of Clerk .....                                           | 2000 00   |                          |           |           |
| do Clerk Assistant and French<br>Translator .....               | 1600 00   |                          |           |           |
| do Law Clerk .....                                              | 1000 00   |                          |           |           |
| do Chaplain and Librarian .....                                 | 800 00    |                          |           |           |
| do Gentleman Usher of the Black<br>Rod .....                    | 400 00    |                          |           |           |
| do Sergeant-at-Arms.....                                        | 400 00    |                          |           |           |
| do Head Messongor.....                                          | 400 00    |                          |           |           |
| do Door Keeper.....                                             | 240 00    |                          |           |           |
| do Throo Messengers for two<br>Sessions, at \$180 each per Sos. | 1080 00   |                          |           |           |
| Contingent expenses (for two Sessions).                         | 54000 00  |                          |           |           |
|                                                                 |           | Estimates.....           | 63120 00  | 157920 00 |
| <i>Legislative Assembly.</i>                                    |           |                          |           |           |
| Salary of Speaker (part) .....                                  |           | Con. Stat. cap. 10.....  | 2000 00   |           |
| Indemnity to Members and mileage—<br>(Two Sessions).....        |           | do cap. 3.....           | 172000 00 |           |
| Balance of Speaker's Salary .....                               | 1200 00   |                          |           |           |
| Salary of Clerk .....                                           | 2000 00   |                          |           |           |
| do Clerk Assistant.....                                         | 1600 00   |                          |           |           |
| do Law Clerk and Assistant<br>Translator .....                  | 2000 00   |                          |           |           |
| do Law Clerk to Government.....                                 | 400 00    |                          |           |           |
| do Sergeant-at-Arms .....                                       | 400 00    |                          |           |           |
| Contingent expenses (two Sessions).....                         | 236680 00 |                          |           |           |
|                                                                 |           | Estimates.....           | 244280 00 | 418280 00 |

LEGISLATION.—Continued.

| SERVICES.                                                  | Amount.  | Authority.              | Amount.  | Total.    |
|------------------------------------------------------------|----------|-------------------------|----------|-----------|
| <i>General Expenses.</i>                                   | \$ cts.  |                         | \$ cts.  | \$ cts.   |
| Commission for Codifying the Laws, L.C.                    | 16000 00 |                         |          |           |
| Salaries of 2 Assistant Judges, Superior Court, L. C. .... | 8000 00  | Con. Stat., cap. 2..... | 24000 00 |           |
| Printing and Binding the Laws (two Sessions) .....         | 35000 00 |                         |          |           |
| Distributing do do .....                                   | 4000 00  |                         |          |           |
| Printing Civil Code for Lower Canada ..                    | 10000 00 |                         |          |           |
| Grant to Parliamentary Library.....                        | 4000 00  |                         |          |           |
| Salary of Clerk of the Crown in Chancery .....             | 1280 00  |                         |          |           |
| Contingencies of do do .....                               | 600 00   |                         |          |           |
|                                                            |          | Estimates.....          | 54850 00 | 73880 00  |
|                                                            |          | Total.....              |          | 655080 00 |

RECAPITULATION.

|                                                   |           |
|---------------------------------------------------|-----------|
| Expenditure authorized by Con. Stat., cap. 2..... | 24000 00  |
| do do cap. 3.....                                 | 264800 00 |
| do do cap. 10.....                                | 4000 00   |
| Estimates .....                                   | 362250 00 |
| Total.....                                        | 655080 00 |

EDUCATION.

| SERVICE.                                                                          | Amount.   | Authority.              | Amount.   | Total.    |
|-----------------------------------------------------------------------------------|-----------|-------------------------|-----------|-----------|
|                                                                                   | \$ cts.   |                         | \$ cts.   | \$ cts.   |
| Annual Grant .....                                                                |           | Con. Stat., cap. 26.... | 200000 00 |           |
| Additional Grant to Common Schools, East and West.....                            | 160000 00 |                         |           |           |
| do do do .....                                                                    | 32000 00  |                         |           |           |
| Aid to Superior Education Income Fund, L. C.....                                  | 20000 00  |                         |           |           |
| Additional do do .....                                                            | 5000 00   |                         |           |           |
| Aid to Superior Education Income Fund, U. C.....                                  | 20000 00  |                         |           |           |
| Additional do do .....                                                            | 5000 00   |                         |           |           |
| Advance to Superior Education Income Fund, L. C., to meet deficit of income ..... | 30000 00  | Estimates.....          | 272000 00 | 472000 00 |
| Income of Lower Canada Income Funds (Grammar School Income Fund, C.W.) .....      |           | Con. Stat. L. C., c. 15 | 20000 00  |           |
| { Net Income of Grammar School Fund, C. W. ....                                   |           | Act 47 Geo. III., c. 48 | 10000 00  |           |
|                                                                                   |           | Con. Stat. U. C., c. 63 | 20000 00  | 50000 00  |
| <i>Salaries and Contingencies of Educational Department, C. E.</i>                |           |                         |           |           |
| Salary of Chief Superintendent.....                                               | 4000 00   |                         |           |           |
| do Secretary .....                                                                | 2000 00   |                         |           |           |
| do Clerk of Statistics and Accountant.....                                        | 1050 00   |                         |           |           |
| do Assistant do do .....                                                          | 500 00    |                         |           |           |
| do Correspond'g Clerk and Asst., Journal of Education .....                       | 1050 00   |                         |           |           |
| do do do Instr.....                                                               | 1000 00   |                         |           |           |
| do Copying Clerk .....                                                            | 680 00    |                         |           |           |
| do do .....                                                                       | 650 00    |                         |           |           |



EDUCATION.—Continued.

| SERVICE.                                                         | Amount. | Authority.     | Amount.  | Total.    |
|------------------------------------------------------------------|---------|----------------|----------|-----------|
| <i>Salaries, etc., Education Depart., C. E.</i><br>—Continued.   | \$ cts. |                |          | \$ cts.   |
| Salary of Messenger .....                                        | 375 00  | Estimates..... | 19485 00 |           |
| Contingencies .....                                              | 5600 00 |                |          |           |
| Expenses of the Library.....                                     | 1000 00 |                |          |           |
| Purchase of Prize Books.....                                     | 1600 00 |                |          |           |
| <i>Salaries and Contingencies of Education Department, C. W.</i> |         |                |          |           |
| Salary of Chief Superintendent .....                             | 4000 00 | Estimates..... | 13800 00 | 33085 00  |
| do Deputy do .....                                               | 2200 00 |                |          |           |
| do Senior Clerk and Accountant.                                  | 1200 00 |                |          |           |
| do Clerk of Statistics .....                                     | 1000 00 |                |          |           |
| do Assistant do .....                                            | 500 00  |                |          |           |
| do Corresponding Clerk.....                                      | 900 00  |                |          |           |
| do Messenger .....                                               | 300 00  |                |          |           |
| Contingencies .....                                              | 3500 00 |                |          |           |
|                                                                  |         | Total.....     |          | 555085 00 |

RECAPITULATION.

|                                                         |           |           |
|---------------------------------------------------------|-----------|-----------|
| Expenditure authorized by Con. Stat. Can., cap. 26..... | 200000 00 |           |
| do do U. C., cap. 63.....                               | 20000 00  |           |
| do do L. C., cap. 15.....                               | 20000 00  |           |
| do do Act 47 Geo. III., cap. 46.....                    | 10000 00  |           |
| do do Estimates .....                                   | 305085 00 | 555085 00 |

LIGHT HOUSE AND COAST SERVICE.

| SERVICE.                                                      | Amount.   | Authority. | Amount. | Total.  |
|---------------------------------------------------------------|-----------|------------|---------|---------|
| <i>Trinity House, Quebec.</i>                                 | \$ cts.   |            | \$ cts. | \$ cts. |
| Salary of Master .....                                        | \$1200 00 |            |         |         |
| do Harbour Master.....                                        | 1840 00   |            |         |         |
| do 2 Superintendents of<br>Pilots .....                       | 2400 00   |            |         |         |
| do Treasurer.....                                             | 1610 00   |            |         |         |
| do Clerk.....                                                 | 1440 00   |            |         |         |
| do Bailiff.....                                               | 750 00    |            |         |         |
| do Harbour Master at<br>Gaspé.....                            | 125 00    |            |         |         |
| do do do at<br>Amherst.....                                   | 50 00     |            |         |         |
| Harbour Master's Office and<br>contingencies .....            | 5280 00   |            |         |         |
|                                                               | 14695 00  |            |         |         |
| New Beacons.....                                              | 800 00    |            |         |         |
| Buoys .....                                                   | 1982 00   |            |         |         |
| Provisions for Depots for shipwrecked<br>Mariners .....       | 1000 00   |            |         |         |
| Salaries for 2 Keepers of Depots for<br>do, at Anticosti..... | 400 00    |            |         |         |
| Maintenance of Light Houses:—                                 |           |            |         |         |
| Portneuf.....                                                 | \$376 00  |            |         |         |
| St. Antoine .....                                             | 188 00    |            |         |         |
| St. Croix.....                                                | 233 00    |            |         |         |

LIGHT HOUSES AND COAST SERVICE.—Continued.

| SERVICE.                                                                                                               | Amount.   | Authority. | Amount.  | Total.    |
|------------------------------------------------------------------------------------------------------------------------|-----------|------------|----------|-----------|
|                                                                                                                        | \$ cts.   |            | \$ cts.  | \$ cts.   |
| <i>Trinity House, Quebec—Continued.</i>                                                                                |           |            |          |           |
| Pillar .....                                                                                                           | \$1620 00 |            |          |           |
| Bellechasse.....                                                                                                       | 530 00    |            |          |           |
| Crane Island.....                                                                                                      | 530 00    |            |          |           |
| Light Ship.....                                                                                                        | 4775 60   |            |          |           |
| Grosse Isle, Kamouraska.....                                                                                           | 530 00    |            |          |           |
| Pilgrim.....                                                                                                           | 670 00    |            |          |           |
| Red Island.....                                                                                                        | 1300 00   |            |          |           |
| Green Island.....                                                                                                      | 1382 50   |            |          |           |
| Brandy Pots.....                                                                                                       | 570 00    |            |          |           |
| Biquet.....                                                                                                            | 1300 00   |            |          |           |
| Father Point .....                                                                                                     | 524 00    |            |          |           |
| Pointe des Monts.....                                                                                                  | 1255 00   |            |          |           |
| West Point of Anticosti .....                                                                                          | 1325 00   |            |          |           |
| South West Point of Anticosti .....                                                                                    | 1550 00   |            |          |           |
| East end of Anticosti.....                                                                                             | 1220 00   |            |          |           |
| Cape Rosier.....                                                                                                       | 1435 00   |            |          |           |
| Forteau.....                                                                                                           | 1405 00   |            |          |           |
| Belle Isle .....                                                                                                       | 2025 00   |            |          |           |
|                                                                                                                        | 24744 10  |            |          |           |
| Cooperage and Cartage of Oil.....                                                                                      | 600 00    |            |          |           |
| <i>Trinity House, Montreal.</i>                                                                                        |           |            |          |           |
| Salary of Master .....                                                                                                 | 625 00    |            |          |           |
| do Treasurer.....                                                                                                      | 1325 00   |            |          |           |
| do Superintendent of Pits .....                                                                                        | 1200 00   |            |          |           |
| do Water Bailiff.....                                                                                                  | 600 00    |            |          |           |
| do Messenger .....                                                                                                     | 400 00    |            |          |           |
|                                                                                                                        | 4150 00   |            |          |           |
| Salaries of 29 Light Keepers for 37 Light Houses and Eight Vessels, and 3 Assistants to Keepers of Light Vessels ..... | 4550 00   |            |          |           |
| Miscellaneous Expenditure .....                                                                                        | 16250 00  |            |          |           |
|                                                                                                                        |           | do .....   | 24950 00 |           |
| <i>Inland Lake and River Lights.</i>                                                                                   |           |            |          |           |
| Salaries of Keepers and Superintendent                                                                                 | 20000 00  |            |          |           |
| Supplies and their delivery .....                                                                                      | 14400 00  |            |          |           |
| Repairs, &c.....                                                                                                       | 5600 00   |            |          |           |
|                                                                                                                        |           | do .....   | 40000 00 |           |
| <i>Miscellaneous.</i>                                                                                                  |           |            |          |           |
| Allowances to four Guides to travellers on Kempt Road, at \$100 each .....                                             | 400 00    |            |          |           |
| Towards maintenance of St. Paul and Scatterie Lights .....                                                             | 2500 00   |            |          |           |
|                                                                                                                        |           | do .....   | 2900 00  |           |
|                                                                                                                        |           | Total..... |          | 112071 10 |

## ESTIMATE OF THE TOTAL EXPENDITURE

Of the Province of Canada, for the year ending 30th June, 1866, for the under-mentioned Services.

| SERVICE.                                                                                             | ESTIMATED EXPENDITURE. |      |
|------------------------------------------------------------------------------------------------------|------------------------|------|
|                                                                                                      | \$                     | cts. |
| Interest on Public Debt.....                                                                         | 3650000                | 00   |
| Charges of Management.....                                                                           | 35000                  | 00   |
| Sinking Fund.....                                                                                    | 180000                 | 00   |
| Redemption of Debt.....                                                                              | 1100000                | 00   |
| Premium and Discount.....                                                                            | 25000                  | 00   |
| Civil Government.....                                                                                | 456000                 | 00   |
| Administration of Justice, East.....                                                                 | 394000                 | 00   |
| Do West.....                                                                                         | 332000                 | 00   |
| Police.....                                                                                          | 30000                  | 00   |
| Penitentiary, Reformatories and Prison Inspection.....                                               | 240000                 | 00   |
| Legislation.....                                                                                     | 645000                 | 00   |
| Education East.....                                                                                  | 555000                 | 00   |
| Do West.....                                                                                         |                        |      |
| Literary and Scientific Institutions.....                                                            | 14800                  | 00   |
| Hospitals and Charities.....                                                                         | 280000                 | 00   |
| Geological Survey.....                                                                               | 20000                  | 00   |
| Militia.....                                                                                         | 500000                 | 00   |
| Arts, Agriculture and Statistics.....                                                                | 16000                  | 00   |
| Agricultural Societies.....                                                                          | 108500                 | 00   |
| Emigration and Quarantine.....                                                                       | 50000                  | 00   |
| Pensions.....                                                                                        | 42500                  | 00   |
| Indian Annuities.....                                                                                | 36500                  | 00   |
| Public Works and Buildings.....                                                                      | 600000                 | 00   |
| Rents, Insurance and Repairs, do.....                                                                | 53000                  | 00   |
| Roads and Bridges.....                                                                               | 142000                 | 00   |
| Ocean and River Steam Service.....                                                                   | 290500                 | 00   |
| Light House and Coast Service.....                                                                   | 113000                 | 00   |
| Fisheries.....                                                                                       | 22500                  | 00   |
| Redemption of Seigniorial Rights.....                                                                | 200000                 | 00   |
| Seigniorial Indemnity to Townships.....                                                              | 40000                  | 00   |
| Culling Timber.....                                                                                  | 70000                  | 00   |
| Railway and Steamboat Inspection.....                                                                | 11500                  | 00   |
| Municipalities Fund, West.....                                                                       | 82000                  | 00   |
| Indian Fund.....                                                                                     | 140000                 | 00   |
| Miscellaneous.....                                                                                   | 75000                  | 00   |
| Removal to Ottawa.....                                                                               | 175000                 | 00   |
| Collection, Management and other Charges on Revenue:                                                 |                        |      |
| Customs.....                                                                                         | \$310000               | 00   |
| Excise.....                                                                                          | 60000                  | 00   |
| Post Office.....                                                                                     | 600000                 | 00   |
| Public Works.....                                                                                    | 295000                 | 00   |
| Territorial, including Special Funds.....                                                            | 155000                 | 00   |
| Fines and Forfeitures, Stamps, &c.....                                                               | 10000                  | 00   |
|                                                                                                      | 1430000                | 00   |
| Refunds are not included in the estimate for collection of revenues, and may amount, in all, to..... | 12154800               | 00   |
| Total.....                                                                                           | 12254800               | 00   |

SUPPLEMENTARY ESTIMATES

Of the Province of Canada, for the year ending 30th June, 1866.

|                                                                           | Amount. |          | Total. |      | Appropriated out of vote of Credit |      | To be voted. |      |
|---------------------------------------------------------------------------|---------|----------|--------|------|------------------------------------|------|--------------|------|
|                                                                           | \$      | cts.     | \$     | cts. | \$                                 | cts. | \$           | cts. |
| SERVICE.                                                                  |         |          |        |      |                                    |      |              |      |
| HOSPITALS AND CHARITIES.                                                  |         |          |        |      |                                    |      |              |      |
| Aid to Toronto Hospital.....                                              |         |          |        |      |                                    |      |              |      |
| Do do for County Patients.....                                            |         | Toronto. |        |      |                                    |      |              |      |
| Do Toronto House of Industry.....                                         | 6400    | 00       |        |      |                                    |      |              |      |
| Do Protestant Orphan's Home and Female Aid Society.....                   | 4800    | 00       |        |      |                                    |      |              |      |
| Do Magdalen Asylum.....                                                   | 2400    | 00       |        |      |                                    |      |              |      |
| Do Roman Catholic Orphan Asylum.....                                      | 640     | 00       |        |      |                                    |      |              |      |
| Do Lying-in Hospital.....                                                 | 430     | 00       |        |      |                                    |      |              |      |
| Do Girls Home and Public Nursery.....                                     | 480     | 00       |        |      |                                    |      |              |      |
| Do House of Providence.....                                               | 320     | 00       |        |      |                                    |      |              |      |
| Do Deaf and dumb Institution for U. C.....                                | 320     | 00       |        |      |                                    |      |              |      |
| Do Indigent Sick.....                                                     | 3000    | 00       |        |      |                                    |      |              |      |
| Do Hospice de la Maternité.....                                           | 3200    | 00       |        |      |                                    |      |              |      |
| Do Charitable Ladies Association of the Roman Catholic Orphan Asylum..... | 480     | 00       |        |      |                                    |      |              |      |
| Do Asylum of the Good shepherd.....                                       | 480     | 00       |        |      |                                    |      |              |      |
| Do Managers of the Protestant Female Orphan Asylum.....                   | 640     | 00       |        |      |                                    |      |              |      |
| Do Female Asylum.....                                                     | 320     | 00       |        |      |                                    |      |              |      |
| Do St. Bridget's Asylum.....                                              | 320     | 00       |        |      |                                    |      |              |      |
| Do Ladies' Protestant Home.....                                           | 320     | 00       |        |      |                                    |      |              |      |
| Do Canada Military Asylum for Widows and Orphans.....                     | 320     | 00       |        |      |                                    |      |              |      |
| Do Indigent sick.....                                                     | 160     | 00       |        |      |                                    |      |              |      |
| Do General Hospital des Sœurs de la Charité.....                          | 3200    | 00       |        |      |                                    |      |              |      |
| Do Corporation of the General Hospital.....                               | 800     | 00       |        |      |                                    |      |              |      |
| Do St. Patrick's Hospital.....                                            | 4000    | 00       |        |      |                                    |      |              |      |
| Do Sœurs de la Providence.....                                            | 1600    | 00       |        |      |                                    |      |              |      |
| Do Bonaventure Street Asylum.....                                         | 1120    | 00       |        |      |                                    |      |              |      |
| Do Nazareth Asylum for the Blind, and for Destitute Children.....         | 430     | 00       |        |      |                                    |      |              |      |
| Do St. Patrick's Roman Catholic Orphan Asylum.....                        | 640     | 00       |        |      |                                    |      |              |      |
| Do Protestant Orphan Asylum.....                                          | 640     | 00       |        |      |                                    |      |              |      |
| Do House of Refuge.....                                                   | 480     | 00       |        |      |                                    |      |              |      |
| Do Ladies Benevolent Society for Widows and Orphans.....                  | 480     | 00       |        |      |                                    |      |              |      |
| Do University Lying-in Hospital.....                                      | 320     | 00       |        |      |                                    |      |              |      |
| Do Lying-in Hospital under care of Sœurs de la Miséricorde.....           | 480     | 00       |        |      |                                    |      |              |      |
| Do Deaf and Dumb Institutions.....                                        | 3000    | 00       |        |      |                                    |      |              |      |
| Do Roman Catholic Orphan Asylum.....                                      | 320     | 00       |        |      |                                    |      |              |      |
| Do Magdalen Asylum (Ladies of Bon Pasteur).....                           | 320     | 00       |        |      |                                    |      |              |      |

SUPPLEMENTARY ESTIMATES of the Province of Canada, for the year ending 30th June, 1866.—Continued.

| SERVICE.                                                          | Amount.   | Total.   | Appropriated out of vote of Credit. | To be voted |
|-------------------------------------------------------------------|-----------|----------|-------------------------------------|-------------|
|                                                                   |           |          |                                     |             |
| <b>HOSPITALS AND CHARITIES.—Continued.</b>                        |           |          |                                     |             |
| Do Montreal Dispensary.....do.....                                | 320 00    |          |                                     |             |
| Do Montreal Home and School of Industry.....do.....               | 320 00    |          |                                     |             |
| Do St. Vincent de Paul Asylum.....do.....                         | 430 00    |          |                                     |             |
| Do Kingston General Hospital.....Kingston.....                    | 4800 00   |          |                                     |             |
| Do House of Industry and Refuge for Indigent Sick.....do.....     | 2400 00   |          |                                     |             |
| Do Hôtel-Dieu Hospital.....do.....                                | 800 00    |          |                                     |             |
| Do Orphans' Home.....do.....                                      | 640 00    |          |                                     |             |
| Do Hamilton Hospital.....Hamilton.....                            | 4800 00   |          |                                     |             |
| Do Orphan Asylum and Ladies' Benevolent Society.....do.....       | 640 00    |          |                                     |             |
| Do Roman Catholic Asylum.....do.....                              | 640 00    |          |                                     |             |
| Do Indigent Sick.....do.....                                      | 2230 00   |          |                                     |             |
| Do London Hospital.....Three Rivers.....                          | 2400 00   |          |                                     |             |
| Do Protestant Hospital.....London.....                            | 1200 00   |          |                                     |             |
| Do Roman Catholic Hospital.....Ottawa.....                        | 1200 00   |          |                                     |             |
| Do St. Hyacinthe Hospital.....do.....                             | 1200 00   |          |                                     |             |
| Do General Hospital, District of Richelieu.....St. Hyacinthe..... | 320 00    |          |                                     |             |
| Do General Hospital, District of Richelieu.....Sorel.....         | 320 00    | 67770 00 |                                     | 67770 00    |
| <b>MILITIA.</b>                                                   |           |          |                                     |             |
| <i>Departmental Salaries.</i>                                     |           |          |                                     |             |
| Adjutant General.....                                             | \$3000 00 |          |                                     |             |
| Deputy do L. C.....                                               | 2240 00   |          |                                     |             |
| Do do U. C.....                                                   | 2000 00   |          |                                     |             |
| Provincial Aid-de-Camp.....                                       | 1840 00   |          |                                     |             |
| Chief Clerk and Accountant.....                                   | 2000 00   |          |                                     |             |
| Senior Clerk.....                                                 | 1400 00   |          |                                     |             |
| Superintendent of Stores.....                                     | 1300 00   |          |                                     |             |
| Clerks—1 at.....                                                  | 1200 00   |          |                                     |             |
| 1 at.....                                                         | 1100 00   |          |                                     |             |
| 2 at \$600 each.....                                              | 1980 00   |          |                                     |             |
| 2 at \$500 each.....                                              | 1000 00   |          |                                     |             |
| 1 at \$2 50 per diem.....                                         | 912 50    |          |                                     |             |
| 2 at \$2 00 do each.....                                          | 1480 00   |          |                                     |             |
| Messenger.....                                                    | 400 00    |          |                                     |             |
| Asst. do and Laborer.....                                         | 365 00    |          |                                     |             |
| Arrears of Salaries.....                                          | 808 66    |          |                                     |             |
|                                                                   | 23004 16  |          |                                     |             |

|                                                                                                                                                                     |           |  |  |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--|--|--|
| <i>Contingencies.</i>                                                                                                                                               |           |  |  |  |
| Contingent Expenses for Stationery, Printing, Repairing Arms, &c., transport of all Government Stores, and all other incidental expenses of the Militia.....        | 40000 00  |  |  |  |
| <i>Compensation for accidents or injury.</i>                                                                                                                        |           |  |  |  |
| Compensation to Pensioners in lieu of land.....                                                                                                                     | 5000 00   |  |  |  |
| Ball and Blank Ammunition.....                                                                                                                                      | 10000 00  |  |  |  |
| Military Schools.....                                                                                                                                               | 16000 00  |  |  |  |
|                                                                                                                                                                     | 100000 00 |  |  |  |
| <i>Public Armouries.</i>                                                                                                                                            |           |  |  |  |
| 1 Storekeeper at \$600, and 7 Storekeepers at \$300 each.....                                                                                                       | 32700 00  |  |  |  |
| Rent of Armouries, care of Arms, Pay of Sergeant Majors of Field Batteries, Care-takers and Storemen of Armouries, including Fuel and Light for Armouries. 30000 00 |           |  |  |  |
| <i>Volunteer Militia.</i>                                                                                                                                           |           |  |  |  |
| For an Allowance in lieu of Clothing, at the rate of \$3 per man, for say 4000 Volunteers who have supplied their own clothing.....                                 | 72000 00  |  |  |  |
| For Cavalry, Artillery, and Rifle Clothing ordered.....                                                                                                             |           |  |  |  |
| Cavalry Equipments.....                                                                                                                                             | 10000 00  |  |  |  |
|                                                                                                                                                                     | 72000 00  |  |  |  |
| <i>Drill Pay.</i>                                                                                                                                                   |           |  |  |  |
| Pay for 16 days drill, for say 14000 Volunteers, at \$8 each.....                                                                                                   | 127000 00 |  |  |  |
| Do for Horses of Mounted Corps.....                                                                                                                                 | 15000 00  |  |  |  |
|                                                                                                                                                                     | 190000 00 |  |  |  |
| <i>Brigade Majors.</i>                                                                                                                                              |           |  |  |  |
| Pay of Brigade Majors, including Horse allowance and travelling expenses.....                                                                                       | 10000 00  |  |  |  |
| <i>Drill Instructors.</i>                                                                                                                                           |           |  |  |  |
| Pay of Drill Instructors to Volunteer Corps, Drill Associations, &c.....                                                                                            | 21000 00  |  |  |  |
| <i>Military School Graduates.</i>                                                                                                                                   |           |  |  |  |
| Drill pay of 1200 graduates at 75 cts. a day for 20 days' drill.....                                                                                                | 5000 00   |  |  |  |
| Travelling expenses of do.....                                                                                                                                      | 3000 00   |  |  |  |
|                                                                                                                                                                     | 100000 00 |  |  |  |
| <i>Efficient Volunteer Corps.</i>                                                                                                                                   |           |  |  |  |
| Under Section 16 of the Volunteer Act.....                                                                                                                          | 480704 16 |  |  |  |
|                                                                                                                                                                     | 380704 16 |  |  |  |



(No. 19.)

## ANNUAL RETURN

Of the Grand Temple of the Independent Order of Good Templars of  
Canada.

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(No. 20.)

## RETURN

Of La Société St. Ignace de Montréal, to August, 1865.

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

STATEMENT of FEE FUND, Upper Canada, for the year ended 30th June, 1865.

AMOUNT COLLECTED BY COUNTY ATTORNEYS, FOR QUARTER ENDED 30th SEPTEMBER, 1864—AMOUNT COLLECTED BY STAMPS.

| COUNTIES.                           | RECEIPTS.            |                    | EXPENDITURE.       |                                                               | Fee Fund<br>Law Stamps<br>issued during<br>the nine months<br>ended 30th<br>June, 1865. | Salaries<br>of Judges for<br>nine months<br>ended 30th<br>June, 1865. |
|-------------------------------------|----------------------|--------------------|--------------------|---------------------------------------------------------------|-----------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
|                                     | Total<br>Gross Fees. | Total<br>Net Fees. | Total<br>Warrants. | Paid Salaries<br>of Judges for<br>Quarter ended<br>30th Sept. |  |  | Surplus Fees deposited. |
|                                     | \$                   | cts.               | \$                 | cts.                                                          | \$                                                                                      | cts.                                                                  |
| Brant.....                          | 985 70               | 596 96             | 188 08             | 700 00                                                        | 1209 35                                                                                 | 2100 00                                                               |
| Carleton.....                       | 1002 42              | 881 33             | 390 36             | 850 00                                                        | 1916 03                                                                                 | 2550 00                                                               |
| Essex.....                          | 369 33               | 300 64             | 294 07             | 700 00                                                        | 517 40                                                                                  | 2100 00                                                               |
| Frontenac.....                      | 208 05               | 205 93             | 1092 07            | 500 00                                                        | 409 45                                                                                  | 1500 00                                                               |
| Lennox and Addington.....           | 1282 19              | 1092 07            | .....              | 750 00                                                        | 1328 10                                                                                 | 2250 00                                                               |
| Frontenac.....                      | 1301 10              | 1136 14            | .....              | 700 00                                                        | 615 89                                                                                  | 955 55                                                                |
| Grey.....                           | 384 08               | 297 72             | 202 28             | 500 00                                                        | 1557 06                                                                                 | 1500 00                                                               |
| Haldimand.....                      | 477 91               | 387 79             | 112 21             | 500 00                                                        | 698 78                                                                                  | 1500 00                                                               |
| Hatton.....                         | 1027 27              | 874 18             | .....              | 700 00                                                        | 445 55                                                                                  | 2100 00                                                               |
| Hastings.....                       | 1843 63              | 1649 69            | .....              | 1033 33                                                       | 2068 43                                                                                 | 2100 00                                                               |
| Wilton and Bruce.....               | 482 35               | 392 06             | 224 74             | 600 00                                                        | 2945 86                                                                                 | 1950 00                                                               |
| Kent.....                           | 484 41               | 293 13             | 200 87             | 500 00                                                        | 943 07                                                                                  | 1800 00                                                               |
| Lambton.....                        | 1087 51              | 932 01             | 267 90             | 1200 00                                                       | 808 42                                                                                  | 1500 00                                                               |
| do do Sept.....                     | 1430 91              | 1240 08            | .....              | 600 00                                                        | 1773 75                                                                                 | 1800 00                                                               |
| Lennox and Grenville.....           | 1018 93              | 852 68             | .....              | 700 00                                                        | 640 08                                                                                  | 2100 00                                                               |
| Lennox and Addington.....           | 787 72               | 658 74             | .....              | 700 00                                                        | 152 68                                                                                  | 900 00                                                                |
| Lincoln.....                        | 1010 01              | 874 98             | 119 89             | 600 00                                                        | 58 74                                                                                   | 1800 00                                                               |
| Middlesex.....                      | 574 85               | 465 90             | 34 10              | 950 00                                                        | 2308 03                                                                                 | 2850 00                                                               |
| Norfolk.....                        | 1497 34              | 1316 77            | .....              | 500 00                                                        | 44 87                                                                                   | 1500 00                                                               |
| Northumberland and Durham.....      | 1212 40              | 1091 40            | 24 00              | 1200 00                                                       | 116 77                                                                                  | 3600 00                                                               |
| Oxford.....                         | 849 96               | 763 65             | .....              | 700 00                                                        | 2438 65                                                                                 | 2100 00                                                               |
| Perth.....                          | 901 08               | 800 66             | .....              | 700 00                                                        | 1441 34                                                                                 | 2100 00                                                               |
| Peterboro.....                      | 584 04               | 503 30             | 96 70              | 526 57                                                        | 2191 35                                                                                 | 1500 00                                                               |
| Prescott and Russell.....           | 273 20               | 175 98             | 324 02             | 600 00                                                        | 1188 93                                                                                 | 1800 00                                                               |
| Prince Edward.....                  | 491 20               | 382 55             | 117 45             | 500 00                                                        | 473 07                                                                                  | 1998 02                                                               |
| Simcoe.....                         | 1636 95              | 1481 48            | .....              | 500 00                                                        | 1486 74                                                                                 | 1500 00                                                               |
| Stormont, Dundas and Glengarry..... | 833 04               | 877 96             | 22 04              | 700 00                                                        | 781 48                                                                                  | 2100 00                                                               |
| Victoria, June.....                 | 885 38               | 715 32             | 284 08             | 700 00                                                        | 1088 23                                                                                 | 2100 00                                                               |
| do Sept.....                        | 771 10               | 671 66             | .....              | 1000 00                                                       | 1119 58                                                                                 | 1500 00                                                               |
| Waterloo.....                       | 935 49               | 811 08             | 171 60             | 500 00                                                        | 1541 39                                                                                 | 2100 00                                                               |
| Waterloo.....                       | .....                | .....              | 111 08             | 700 00                                                        | .....                                                                                   | .....                                                                 |



STATEMENT OF FEE FUND, Upper Canada, for the year ended 30th June, 1865.—Continued.

| COUNTIES.                                                                          | RECEIPTS.            |                    | EXPENDITURE.       |                                                               | Fee Fund<br>Law Stamps<br>issued during<br>the nine months<br>ended 30th<br>June, 1865. | Salaries<br>of Judges for<br>nine months<br>ended 30th<br>June, 1865. |
|------------------------------------------------------------------------------------|----------------------|--------------------|--------------------|---------------------------------------------------------------|-----------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
|                                                                                    | Total<br>Gross Fees. | Total<br>Net Fees. | Total<br>Warrants. | Paid Salaries<br>of Judges for<br>Quarter ended<br>30th Sept. |  |  | Surplus Fees deposited. |
| Welland .....                                                                      | \$ cts.              | \$ cts.            | \$ cts.            | \$ cts.                                                       | \$ cts.                                                                                 | \$ cts.                                                               |
| Wellington .....                                                                   | 361 19               | 286 51             | 213 49             | 500 00                                                        | 687 52                                                                                  | 1500 00                                                               |
| Wentworth .....                                                                    | 2005 60              | 1818 38            | .....              | 700 00                                                        | 3006 53                                                                                 | 2100 00                                                               |
| York and Peel .....                                                                | 1188 44              | 1131 92            | .....              | 950 00                                                        | 2756 24                                                                                 | 2850 00                                                               |
| .....                                                                              | 3581 83              | 3322 26            | .....              | 1900 00                                                       | 7778 89                                                                                 | 5700 00                                                               |
| Representatives of R. Barritt, for services as acting Judge, Huron and Bruce ..... | .....                | .....              | .....              | .....                                                         | .....                                                                                   | 383 33                                                                |
| E. Jackson, salary due to late Judge Wilkes, of Grey, 1st to 21st Dec. ....        | .....                | .....              | .....              | .....                                                         | .....                                                                                   | 187 77                                                                |
| Mrs. Wilkes, for balance of salary and gratuity .....                              | .....                | .....              | .....              | .....                                                         | .....                                                                                   | 542 70                                                                |
| Judge Wilkes, for balance of salary for December Quarter .....                     | .....                | .....              | .....              | .....                                                         | .....                                                                                   | 436 14                                                                |
|                                                                                    | \$33480 83           | \$29088 91         | 3125 97            | 24950 90                                                      | 758283 58                                                                               | 68864 17                                                              |

\* Before the issuing of stamps the fees were carried to account a quarter in arrear, and therefore the net fees for this quarter (as per statement) include those of the previous quarter.  
 † This sum includes standing credit allowed for stamps in the hands of the distributors. The amount of this credit apportioned against the Fee Fund is \$10,010 90c., leaving as the net proceeds \$48,272 68c.

RECAPITULATION.

|                                                                                    |            |                                                                       |            |
|------------------------------------------------------------------------------------|------------|-----------------------------------------------------------------------|------------|
| Total amount of net Fees, for Quarter from 1st July to 30th September, 1864 .....  | \$ cts.    | Total amount of salaries, from 1st July to 30th September, 1864 ..... | \$ cts.    |
| Warrants for same, do .....                                                        | 29088 91   | do do .....                                                           | 24950 90   |
| Net receipts for fee fund stamps, from 1st October, 1864, to 30th June, 1865 ..... | 3125 97    | .....                                                                 | 68864 17   |
| Balance deficit for the three quarters .....                                       | 48272 68   |                                                                       |            |
| Less—Surplus for first quarter .....                                               | 13326 51   |                                                                       |            |
|                                                                                    | \$93514 07 |                                                                       | \$93514 07 |

INSPECTOR GENERAL'S OFFICE,  
 Quebec, 10th August, 1865.

(Signed,) W.M. DICKINSON, D. I. G.

(No. 22.)

## RETURN

To Address of the Legislative Assembly, dated the 16th instant; for copy of Correspondence respecting the appointment and salary of the Deputy Shipping Master, since 1860.

By Command.

W. McDOUGALL,  
*Secretary.*

SECRETARY'S OFFICE,  
Quebec, 25th August, 1865. }

(No. 23.)

## RETURN

To an Address of the Honorable the Legislative Assembly, dated 16th August, 1865; for copies of Papers relative to Mr. Consul-General Potter's Speech at Detroit, and Letter of Mr. Wood to Mr. Potter.

By Command.

W. McDOUGALL,  
*Secretary.*

SECRETARY'S OFFICE,  
Quebec, 25th August, 1865. }

(No. 24.)

## RETURN

To an Address from the Legislative Assembly to His Excellency the Governor General, dated 14th August, 1865; praying that he will cause to be laid before the House copies of all Correspondence between the Government and all other parties respecting the change of a Post Office, in the North Riding of Leeds and Grenville, from Irish Creek to Jasper; also, copies of all Correspondence between the Government and other parties respecting the advertising of un-called for Letters in the North Riding of Leeds and Grenville.

By Command.

W. McDOUGALL,  
*Secretary.*

SECRETARY'S OFFICE,  
Quebec, 25th August, 1865. }

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